

# THE CHRISTIAN SCIENCE MONITOR

LAST EDITION.

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THANKSGIVING NUMBER.



## B. & M. ROAD REACHES BRIDGE COMPROMISE WITH ARMY EXPERTS

North Station Is Not to Be Moved From Present Site—Draw Will Be Widened and Trestle Work Removed.

### FACTS MADE PUBLIC

New Board of Directors Reports the Attitude of the Line to Engineer's Office in Boston.

Negotiations between the Boston & Maine railroad and the United States army engineers over the controversial matter of the Charles river bridges of the former have today reached a stage where it is known what will be the principal conditions in the necessary alteration of those structures.

The North station will remain where it is, and there will be no radical change in the grade of the bridges or of the tracks.

This information was obtained from unimpeachable sources affiliated with the New York, New Haven & Hartford railroad, which is now vitally interested in what takes place within the councils of the Boston & Maine railroad.

These negotiations between the Boston & Maine and Lieutenant-Colonel Burr, army engineer for the Boston district, are, of course, subject to the approval of the secretary of war, but it is not likely that he would veto recommendations made by Lieutenant-Colonel Burr, who has given many months to the consideration of this bridge problem. From the standpoint of the federal government, Lieutenant-Colonel Burr is probably more intimately conversant with this particular problem than any engineer in the federal service, and many engineers have been connected with it.

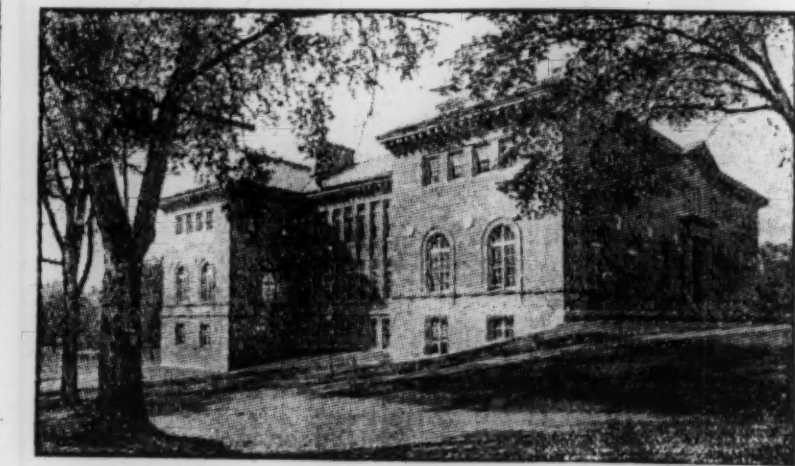
As at one time the federal government contended that the Boston & Maine railroad should raise its main bridge 23 feet, the present negotiations have resulted in compromise. It is understood, from the same sources, that the Boston & Maine will abandon its present pile trestle and deposit a solid earth filling in its place, abutted on both sides by either stone or concrete walls. Although this filling will entail a cost of several millions of dollars, it will nowhere approximate the estimated cost of raising the bridge 23 feet. The expenditure of this sum of money will not be so embarrassing as the probable interruption to traffic that the construction work will cause. Such work demands a large number of work trains, which are always impediments to the scheduled trains. Just where all this filling can be obtained is problematical.

Another important point in the negotiations is that the present narrow draw just outside the North station, will be increased in width to 75 feet. This is considered to be one of the peculiar features of the present negotiations, in that the lock of the new Charles river dam, just above this bridge, is only 45 feet wide. Those conversant with the situation are curious to know why the federal government demands a 75-foot draw from the Boston & Maine and only a 45-foot lock at the dam. A 75-foot draw will comfortably admit a tug warped to a schooner or coal barge, but this is prohibited by a 45-foot lock.

It now seems doubtful that the federal government ever really intended to force the Boston & Maine road to raise its bridges 23 feet. Developments now point to the probability that the federal authorities simply were desirous of bringing the railroad company to the point where it would take some action that would be consistent with the established regulations of the war department in navigable streams. With the elimination of the present pile structure, the federal government will have obtained the principal point for which it contended. The alternative of raising the main bridge to this prohibitive height or of moving the North station to Charlestown created no little furor last spring, resulting in the creation of a strong public sentiment in favor of good support to the contention of the Boston & Maine and other commercial interests, which would be affected.

## SMITH COLLEGE MOVING INTO ITS NEW LIBRARY BUILDING

It Is Expected to Have Everything in Readiness for Use by the Students on Their Return From the Thanksgiving Recess on Saturday.



NEW LIBRARY, SMITH COLLEGE, NORTHAMPTON, MASS. View here given from Washburn house. Hatfield house and the old gymnasium have been moved to other parts of the campus.

NORTHAMPTON, Mass. — This week at Smith will be made memorable by the opening of the new library. The first transfer of the books from the old library in Seelye hall began Monday morning and it is planned to have the building ready for use on Saturday after the return of the students from the Thanksgiving recess.

Several years ago Mr. Carnegie gave \$62,500 toward the erection of a library building, and the college has raised an equal amount. The building is of simple, dignified design, executed by Lord & Hewitt, architects. It is of brick, with wide layers of gray mortar. The trimmings are of red Longmeadow sandstone, carved in Grecian pattern about the windows and doors, and Tennessee marble.

The columns which support the portico at the front and are placed at the side of the rear entrance are of Connecticut granite with a reddish tinge. The width is 124 feet and the length 144 feet. A handsome railing of wrought iron has recently been placed above the portico, and two heavy iron lamps at either side of the main entrance have been presented by the class of '94.

In the entrance hall in the panel above the settle given by the Hartford Smith Club is the inscription:

Smith College Library.  
This Building is the Gift of  
Andrew Carnegie,  
Alumnae, Students  
and Friends of the College,  
1908. Erected 1909.

## BOSTON TO HAVE CERTIFIED MUSIC

Itinerant Performers Must Submit Strains of Instruments to Critical Ear of Police Expert.

When the various instruments used by itinerant musicians appear on the streets of Boston next spring they will all be newly tuned and a majority will be equipped with new tunes.

Police Commissioner Stephen O'Meara, it is announced today, has appointed Lieut. Thomas F. Goode of the Back Bay station to inspect the instruments.

The police have opened up a room on Commercial street. Instructions have been sent to all persons holding itinerant permits to bring musical instruments to him for a test before receiving their licenses. Lieutenant Goode, before joining the police department, was employed in a well-known piano factory in this city, and is familiar with musical instruments.

Capt. Thomas Ryan, chief clerk, has turned over to Lieut. Goode 200 applications for licenses for this kind of business, and 122 are for renewals.

## STATE ELECTION'S OFFICIAL FIGURES

Official figures of the recent state election were returned today by the committee of the council, showing Governor Draper's total poll to be 190,186. James H. Valley received 182,252 votes, thus making Mr. Draper's official plurality 7934.

Louis A. Frothingham received 188,417 votes against Eugene N. Foss' 180,659 for Lieutenant-Governor. Mr. Frothingham's plurality is 7758.

The total vote cast was, including all parties: Governor 381,013; Lieutenant-Governor 386,454.

### NICARAGUA ACTION DELAYED.

WASHINGTON—Delay on the part of the United States in taking any action with respect to the execution by order of President Zelaya of Nicaragua of the two Americans, Groce and Cannon, it has developed, is occasioned by the inability of the government up to this time to fix the exact status in Nicaragua of the slain men.

### DEBHAM REPORT DUE TONIGHT.

The Debham Business Association and Board of Trade will meet this evening at Greenleaf hall to hear the report of the committee on legislation relative to the proposed income tax, and the amendment of the state constitution regarding taxation.

### CRANBERRY CROP OF LONG ISLAND.

NEW YORK—Long Island has recorded an unusual crop of cranberries this year. The total crop is estimated at 1,165,000 bushels. Last year it was of \$2,000,000.

## COUNCIL NOMINEE ASPIRANTS START PAPER CIRCULATION

Nomination papers were put in circulation today for the city council candidates endorsed by the Citizens Municipal League at its meeting in Wesleyan hall Tuesday evening, but the list differs from that reported by Chairman Nathan Matthews of the committee of nine.

Two of the original slate were discarded by the meeting in order to provide a place on the ticket for a representative of the Hebrew citizens and to admit Alderman Frederick J. Brand, who decided to pull out of the mayoralty race.

The names of Daniel J. Kane, a Democrat of ward 5, and Logan L. McLean, a Democrat of ward 1, were on the original slate as reported to the meeting, and the names of Alderman Brand and Mark Stone, the latter a Democrat of ward 17, were substituted. The slate as finally accepted and the vote on each man is as follows:

Matthew Hale, R., ward 11.....	97
Walter Bulfinch, R., ward 17.....	86
John J. Attridge, D., ward 9.....	89
Thomas J. Kenny, D., ward 15.....	88
Walter L. Collins, D., ward 20.....	72
Walter B. Grant, R., ward 21.....	72
Frederick J. Brand, R., ward 20.....	60
Benjamin C. Lane, R., ward 23.....	59
Mark Stone, D., ward 19.....	59

The slate as prepared also carried the name of David A. Ellis for the school committee and this went through without question. Mr. Ellis is chairman of the present school board.

It is declared about city hall that unless some of the officeholders cease their activity in the campaign they will receive requests from Mayor Hibbard to send in their resignations.

## CIVIC SUBJECTS AT BIG EXPOSITION

"Citizenship and Cooperative Bank Day" is the title by which the management of the "Boston 1915" exposition has designated today's observances in the old Art Museum.

### HINGHAM TO HEAR DR. ELIOT.

President Emeritus Charles W. Eliot of Harvard University will deliver an address at the Old Ship church in Hingham this evening. Dr. Eliot has just returned from a two weeks' lecture tour through the middle West.

### BUDGET DEBATE NEAR END.

LONDON—The final debates on the budget bill are being heard today in the House of Lords preparatory to the vote for rejection that is expected to be taken tomorrow.

### SPANISH QUEEN ON VISIT.

MADRID—Queen Victoria of Spain has started for London to visit her brother, Prince Leopold of Battenberg.



## MONITORIALS

BY  
Nixon Waterman

### THANKSGIVING.

Oh, days of mine! So full thou art  
Of bounty and of blessing!  
So heaped with gratitude, my heart,  
And joy, beyond expressing!  
I would some offering bestow  
On all the loved and living—  
That to the world's wide ends might flow  
The spirit of Thanksgiving.

Health, hope and happiness are mine;  
Good gifts beyond all measure!  
With lamps of holiness divine  
To light my paths of pleasure.  
And may God's grace unceasing run  
The world with love to heaven,  
Until His will on earth is done  
As it is done in Heaven.

About the hour that Americans are partaking of their Thanksgiving dinners tomorrow the English House of Lords may be taking steps to reject the budget offered by the House of Commons. And such action on its part definitely offers the people of Great Britain a great deal of food for thought.

### A TOUCH-DOWN.

Good Farmer Wayback sent his son to college for a year:  
The boy came home Thanksgiving time  
but father didn't hear.  
A single word that made him think his son was growing wise;  
He greatly doubted if in life he'd win the highest prize.  
He kept on doulking till the boy let forth his college yell  
Stampeding all the live-stock in the neighborhood, pell-mell!  
And every one was startled when the youth with loud hurra  
Exclaimed, "Oh, hosh! Some slosh!  
Hog wash! Ham fat! Ding dat!  
Rah! Rah!"

'Tis mother wit that saves a man, and that good farmer knew  
In moments of emergency the proper thing to do;  
He caught that young man unawares and bent him o'er his knee,  
He didn't do a thing to him! Well, say! 'tween you and me,  
He worked the cutter rush and scored a touch-down every time,  
The while that yell spread o'er the farm like a remorseless rhyme.  
And as he beat a fierce tattoo that grand old Roman pa  
Exclaimed, "Oh, hosh! Some slosh!  
Hog wash! Ham fat! Ding dat!  
Rah! Rah!"

### WHEN TURKEYS ARE HIGH.

Full many a prudent man has found  
That when a turkey we procure  
At thirty or forty cents a pound  
The money goes like sixty, sure!

## INDEX.

TODAY'S issue of The Christian Science Monitor consists of 96 pages, made up in eight sections of twelve pages each, as follows:

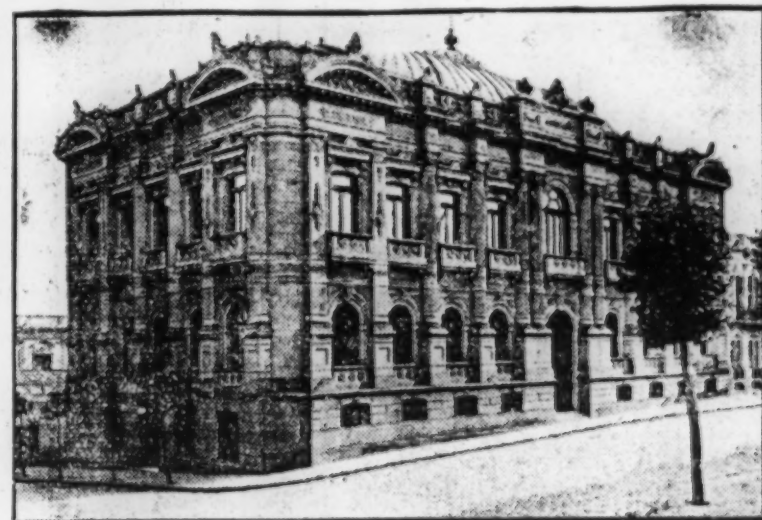
- Section 1.—General news and advertising.
- Section 2.—New York news and advertising.
- Section 3.—General news and advertising.
- Section 4.—Chicago news and advertising.
- Section 5.—Chicago news and advertising.
- Section 6.—Financial and industrial.
- Section 7.—Trans-Mississippi news and advertising. Also HOME FORUM and EDITORIAL pages.

### No Monitor Tomorrow

Tomorrow, Thursday, Nov. 25, having been officially set apart as Thanksgiving day, all editions of The Monitor will be suspended on that day.

## MONTEVIDEO ONE OF GREAT CITIES OF SOUTH AMERICA

Capital of Uruguay, a Modern City of Best Type, Is Increasing in Trade, Wealth and Population, and Is an Attractive Place of Residence.



THE ATHENEUM, MONTEVIDEO, URUGUAY.

Occupying a handsome and commodious building, this institution represents a distinct element in the social life of the Latin America, being devoted to library and scientific research and the fostering of the fine arts among its members.

MONTEVIDEO, Uruguay.—Montevideo, the capital of Uruguay, is of relatively recent origin, yet already one of the great cities of South America with a population of possibly 350,000, or nearly one third of all the inhabitants of the state. Founded originally by Spain in 1726 with the avowed purpose of outflanking the Portuguese of Colonia, it remained little more than a military outpost of Buenos Aires until the year 1778, when it entered on a period of great development as a free port. Settlers were then attracted from all

quarters, and by the close of the eighteenth century Montevideo had become the largest trading place in the South American continent.

Its commanding position near the entrance of the Plate estuary explains its commercial prosperity, which could neither be arrested by political troubles nor by the rivalry of other ports. Montevideo was affected much less by these influences than might be supposed. Its trade, wealth and population continued to increase, and it is now a splendid city of modern aspect.

## NOVEMBER COTTON BALES ARE VALUED AT MANY MILLIONS

More than \$9,000,000 worth of cotton from southern ports has been discharged at Boston wharves so far this month, and owing to the unusually large volume of cotton which is now congesting the piers of southern cities and necessitating the charter of extra steamers by the coastwise lines, it is thought that the entries of staple at this port for the present month will be far ahead of November receipts for several years.

Destined for the mills of New England or for export, 99,484 bales of cotton have reached here since Nov. 1 from Savannah, Charleston, Norfolk, Jacksonville and other southern points on various steamers and by rail.

The largest consignment of the month arrived Tuesday on the steamer City of Macou from Savannah, which brought 7247 bales for export to Liverpool.

Since a week ago last Monday 20 big coasting vessels have arrived with their capacious holds crammed with cotton and many more are expected before the end of November.

## WRITING EXPERT GIVES TESTIMONY

The hearing on the Russell will was continued in the probate court before Judge Lawton this morning, and William E. Hingston, a handwriting expert in the employ of the postoffice department, was the first witness for the claimant. He testified as to the similarity of letters signed "James Rousseau" and "Daniel Russell." He considered, however, that the letters signed "James Rousseau" were not written by the claimant, but were clever simulations of his handwriting.

### THINKS MR. ROOSEVELT A WINNER

NEW YORK—Timothy L. Woodruff, chairman of the Republican state committee, apropos of the reported movement to nominate ex-President Roosevelt for Governor of New York, declares that "if he would consent he would be elected and it would be of great advantage to the Republican party in New York."

### INAUGURATE GOVERNOR FORBES.

MANILA — W. Cameron Forbes of Massachusetts took the oath of office as Governor-General of the Philippines today and delivered his inaugural address in the marble hall of the Ayuntamiento.

### WEST INDIES CABLE RESTORED.

NEW YORK—The central cable office of the Western Union Company today announced that cable communication with all points in the West Indies had been restored.

## TAX AMENDMENT HEARING IS ENDED

Chairman Crocker of Transit Board Opposes Change and S. R. Wrightington Favors Revision at State House.

The special commission on taxation gave its final hearing today on the proposition to so amend the state constitution as to permit the classification of property for taxation. Today's hearing was intended to be devoted to final arguments in favor of the change, but Chairman Crocker of the Boston transit commission was given an opportunity to be heard previous to the arguments.

Mr. Crocker favored the exemption from taxation of all stocks and bonds of foreign corporations.

Secretary S. R. Wrightington of the manufacturers and merchants committee on taxation laws said his association favors the amendment; believing it to be of vital importance to all the people of the state.

## CAMBRIDGE ENDS CAMPAIGN TODAY

The 250 active workers in the Cambridge Y. M. C. A. building fund campaign, spurred on by a new gift of \$20,000 which brings the total subscriptions to date to \$114,391, entered upon the last day of the campaign today with a determination to raise the balance \$150,000.

The Beverly campaigners who a week ago began a canvass to raise \$90,000 for a new Y. M. C. A. building successfully ended their work Tuesday night with a total of \$83,000 in subscriptions in the hands of the treasurer of the association.

### SMILEY WILL AIDS CHARITY.

SALEM, Mass. — The will of Carl Smiley, probated here, gives \$5000 to the Children's Home Association of Haverhill; \$30,000 is left in trust for various beneficiaries. Of this sum \$10,000 is to revert to the Old Ladies Home of Haverhill and \$5000 to the Female Benevolent Society of Haverhill. The residue, \$20,000, is left in trust, one half to revert to the Children's Home of Haverhill.

### PORTLAND STEAMER PUTS BACK.

The Portland steamer Bay State, which anchored near Deer island Tuesday night after starting for Portland, put back to her dock today. She will not leave until Thursday evening.

### AHEAD ON BEVERLY HARBOR WORK.

Starting a contract late and finishing it ahead of time is the record made by Johnston & Virden of Lewes, Del., who have just been paid for completing the channel in Beverly harbor.

### RIFFS SURRENDER TODAY.

MELILLA, Morocco — The Rifian tribesmen at Nador appeared before General Marina, Governor of Melilla, today and formally surrendered.



## ANNIVERSARY ISSUE OF THE CHRISTIAN SCIENCE MONITOR

First Year of Publication Proves Great Public Demand for Clean Newspaper of World-Wide Scope.

### HOW IT WAS STARTED

Motto Given by Its Founder, Mary Baker Eddy, Is: "To Injure No Man, but to Bless All Mankind."

When The Christian Science Monitor was established, it was in full belief that the world had need of such a newspaper. In the 12 months that have elapsed since the first issue that belief has been abundantly justified, additional proof coming to hand, it is not too much to say, each day of its career. Although but a year old, it has shown palpably to the newspaper reading as well as the newspaper making public that a success can be made of a journal conducted along the lines laid down by the management of The Monitor. Many times has the question been asked, why this paper is so widely read, and many will be interested in the story of its building.

Starting as it did Nov. 23, 1908, a newspaper of but eight pages, it achieves with the publication of today's issue the by no means inconsiderable journalistic feat of getting out a 96-page paper. As the culmination of a year of effort it offers a newspaper lacking but four pages of being a 100-page edition, and its circulation for today approximates a quarter of a million copies. Today six tons of copies are being shipped to England for distribution to its clientele in the United Kingdom and the European and Levantine countries, twenty-one tons are being sent into Canada, and the entire output of its presses under today's date, going to all portions of the globe, totals 150 tons.

To understand how The Christian Science Monitor has accomplished this degree of success it is necessary to know that the paper has adhered faithfully to the motto that its founder, Mary Baker Eddy, established for it, namely: "To injure no man, but to bless all mankind." The ideal expressed in this phrase is one with which every employee of The Monitor is familiar, as his working guide. During the 12 months of its existence The Monitor has never, in newspaper parlance, "gone after" anybody; it has done its best to aid a number of praiseworthy undertakings, and it hopes to be able to assist a great many more, in its own individual way, in coming years. It has gone out along an unbeat track and has blazed its own trail. It hopes that it is only the pioneer along that trail, which it would be glad to see others following increasingly.

The makers of this paper, at its inception, did not study the methods of other newspapers in an attempt to find out their shortcomings. The Monitor took an entirely different standard. It set out to ascertain what a newspaper should do, and be, in order truly to represent and to reflect the endeavors of mankind. This was a problem not to be solved in a day. It was recognized that there are myriads of activities seeking publicity that are not, correctly speaking, endeavors, and the dividing line in many cases was not immediately discernible. It was necessary to begin conservatively. Happily hosts of questions that arose as to suitable subjects for publication answered themselves, and it was possible to broaden the field of utility. Additional enlightenment resulted from each day's work. That there was cooperation among the many diverse units of the working staff is almost self-evident, but before the paper was many days old it was evident that it was raising friends outside who believed in its purposes and methods, and to this fact must be ascribed much of the success that has encouraged and gratified the builders.

Some time has been required to acquaint the general public with the fact that The Christian Science Monitor is not a sectarian publication, but is conducted as a general newspaper, although

(Continued on Page Four, Column Two.)



# News of the World Told by Cable and Correspondence

## ENVOY SAYS FRANCE AND MOROCCO WILL REACH AGREEMENT

(Special to The Monitor.)

PARIS—In an interview given to Echo de Paris, El Mokri, the head of the Moroccan mission, stated that negotiations between the Maghzen and the French government had now reached such a point that a favorable solution should be arrived at very shortly. El Mokri made this declaration in answer to the general objection that these negotiations seemed superfluous and involved too great delays.

"The matters we are discussing," he explained, "are the most important which have ever come up between the two countries. Consequently they require a minute examination of detail."

Replying to the accusation that French residents were molested by the bands acting with the sanction of the Sultan, Mulai Hafid, El Mokri said: "People forget that the Sultan, in accordance with the convention of Madrid and the act of Algiers, has entered into formal agreements which he has no idea of violating. Now, sanctioning the abuse of foreign proteges would constitute a direct violation of those agreements. I will not for a moment admit that the Maghzen allows himself to take such a stand just at the time when he most needs the favorable opinions of the French government and when such a stand would make the solution of our difficulties an impossibility. If there have been arbitrary arrests, pillages and other injustices, these must be attributed to the private initiative of the bands."

When confronted with the question as to whether Morocco would accept the loan which had been so often proposed and which had heretofore been refused, El Mokri answered: "Do not let us speak of the past. The Maghzen has determined to accept the loan which he now sees is indispensable. His decision is made. Now only the details have to be arranged between him and the French government. In a short time the loan will be an accomplished fact."

"When that occurs we shall proceed to liquidate all our debts. We shall pay France all the indemnities which we have promised and which we could not pay because of lack of funds. We shall do the same with individuals. You see that I am right in asking the French press to be patient, because we are well on the road to an understanding."

## ANNUAL REPORT OF GORDON COLLEGE

(Special to The Monitor.)

KHARTOUM—In the eighth annual report of the Gordon Memorial College, Director of Education James Currie of the Sudanese government mentions the aspiration which he entertains to establish a secondary school of the literary type. Until such a school has been at work for some years he thinks that the government cannot hope to staff its civil services satisfactorily.

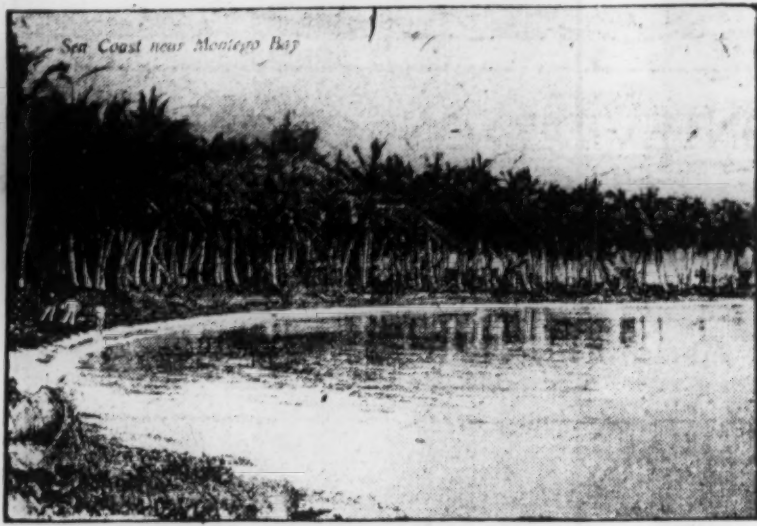
Turning to the various educational units, which taken together compose the Gordon College, Mr. Currie speaks of the primary school, which has been attended by 190 pupils, the training college—vernacular and English—by 178, of which 150 belong to the vernacular side, and the upper school for the training of engineers and surveyors by 28 students. One hundred and seventy-two are on the roll of the instructional workshops. There is, he remarks, no doubt whatever about the popularity of the military school among the inhabitants of the country, both Arab and Sudanese. Some 20 young men have now received commissions in the famous black battalions, or in the new Arab levies now being raised. They have almost all been well reported on. He understood that the responsible army authorities propose to increase this school substantially, and to render it capable of holding twice the present number of cadets, which may be added as a practical proof that they consider the results satisfactory so far.

The progress of the law students is satisfactory, and the Grand Kadi has made several proposals to Mr. Currie with a view to securing still better results, but the principal fears that till the standard of general education on entrance can be considerably raised it is vain to hope for much improvement. The teachers in charge of the engineering school and instructional workshops have given satisfactory reports of the work done in their departments.

## WANTS PALACE OF SOVEREIGNS

PARIS—A private citizen laid before the Paris municipal council the curious proposition of erecting a palace of sovereigns in the heart of the famous Bois de Boulogne park. According to his project, 12 broad avenues would lead off from the palace and at the entrance of each avenue would be placed statues of former presidents of the republic and of the municipal council. Although the councillors are not likely to give very serious attention to this suggestion, it is interesting to learn that some one feels the need of replacing the former palace of sovereigns.

## Montego Bay, Jamaica, Has Famous White Sand Beach



SEACOAST.

Illustration shows scene near Montego bay.

MONTGO BAY, Jamaica, B. W. I.—Montego Bay is situated on the north-western side of the island of Jamaica. The island was held by the Spaniards until May 11, 1655, when it surrendered to an English expedition under Admiral Penn and General Venables. Montego Bay derives its name from the Spanish

word "Manteca," signifying "Hog's But-ter Bay," the manufacture of hog's "lard" being one of the principal industries of the port in the days of the Spanish occupation.

On the north the bay is bounded by a stretch of beautiful white sand and the adjacent beach forms one of the best

bathing places in this section. On the south lie the picturesque and wonderful Bogue islands. There is a tradition which says that many years ago the shore of the bay, which was irregular, became partly submerged by some internal agitation that left the highest points level, and upon these mangrove trees sprouted and in their tangled fashion covered these islands with almost impenetrable barriers to the very edge. There is no shore to these magnificent wooded masses of vegetation and one can see only the stems and branches of the mangrove as the boat is steered through the waterways of this natural Venice.

The town is supplied with millions of oysters from these islands. There is a magnificent and spacious land-locked harbor at these islands which only requires to have its principal channel dredged to be able to admit and afford safe anchorage to a fleet of the largest merchantmen or battleships.

The old town was situated to the north in what is now known as the "Meagre Bay," but as the population grew the topographical condition of the adjacent country compelled expansion to take place in a southerly direction. The present town now occupies land formerly a part of Hopeville sugar plantation. Fifty years ago, before the introduc-



MONTGO BAY.

Photo taken from Upton, Jamaica.

tion of coastal steamers and railways, a journey from Montego Bay to Kingston, the present seat of government, a distance by road of 120 miles, was a matter of considerable danger and expense. The town is now connected by rail to Kingston and also to Port Antonio on the northeastern side of the island, by which means traveling has

become a pleasure to the old Montegonians. Montego Bay is the second town of importance in respect to commerce and has a population of about 7,500. The "Creek Tower" is said to be the oldest building in the town and stands like a sentinel to guard the purity of the spring which, until a few years ago, provided water for the use of the town.

## EXHIBITION COMMITTEE FORMED IN BRITISH GUIANA

(Special to The Monitor.)

GEORGETOWN, British Guiana—The conservatism, almost amounting to lethargy, which has characterized the authorities and people of British Guiana regarding the development of the natural resources of the country is slowly yielding to more modern ideas. Recognizing the necessity of wide advertisement as a preliminary step to drawing the attention of capitalists to the colony as a valuable field for investment and exploitation there has been instituted here a permanent exhibition committee whose intention is to establish exhibits in various countries illustrating the variety and richness of the products of the country.

As an initial venture the committee has decided to open a standing exhibit of British Guiana produce in Montreal. The natural resources of the colony are great. Apart from the rich soil which characterizes the alluvial coast belt and which supplies especially suitable conditions for the production of sugar, rice, cacao, bananas, limes and citrus fruits of all descriptions, the intermediate belt between this and the high savanna lands in the interior is rich in forests of high commercial value.

Useful and ornamental woods of all descriptions exist, while balata—a species of gutta percha—abounds, a considerable industry existing in its collection. The further hinterland, abutting on Brazil on the one hand and Venezuela on the other, presents immense areas of undulating savannas or prairies, especially suitable for cattle raising. There are practically illimitable forests of valuable timber. Their profitable development waits only for better transport facilities. Of the many valuable timbers the only one which is exported to any extent is greenheart, of

which some 200,000 cubic feet are sent away annually.

It is hoped that in a short time a representative selection of the timber woods of the colony will be on exhibition in this country. Certain it is that in view of the rapid exhaustion of the forests of North America and of Canada, the forest wealth of British Guiana will ultimately become an imperial asset of the utmost value.

Up to the present time only a comparatively small portion of the whole colony has been carefully searched for auriferous deposits, and there are vast tracts of land still unexamined. But the already proved gold-bearing districts cover an area of about 4000 square miles, that is, they are about one-tenth larger than the island of Jamaica. The conditions under which the metal occurs have been fairly well determined.

Under tropical conditions all rocks, especially the basic ones, which largely prevail in British Guiana, are subject to very rapid chemical decomposition and resultant degradation. Consequently there is not a doubt that the river gravels will yield a harvest of prodigious value when dredging operations upon a large scale are undertaken. Meanwhile the gold industry is in the hands of negroes and small capitalists, who since 1884—when gold was first exported—are responsible for raising some £7,250,000 sterling of the precious metal.

Most of the gold at present comes from "placer" or surface washing, worked either by hand or by hydraulic power, but successful deep mining is now in progress. Diamonds, although of small size, have been found near the Putarung creek of the Mazaruni river. Since 1900 "placers" in this neighborhood have been more or less diligently worked, with the result that about 740,000 stones have been declared for export from the colony. Diamonds have also been found elsewhere, but at present only the Putarung district is a recognized diamond field.

Apart from their value as waterways, the larger rivers offer exceptional advantages as sources of power. There are torrents and cataracts throughout the country generally. In due time the electrical energy derived from them will be employed in driving the quartz-crushing machinery and the pumping engines of hydraulic installations for the working of the placer deposits, as well as for utilizing the vast timber supply of the forests.

At present the immense natural resources of the colony are lying dormant, but the recompense offered to capital is so great that their development cannot be indefinitely delayed.

## London Letter

(Special to The Monitor.)

LONDON—Some interesting details are to be found in Part III of the general report of the chief inspector of mines for 1908, which deal with the output. The total value of the minerals raised during the year amounted to \$650,018,350, a decrease of \$26,377,090 as compared with 1907. This decrease is mainly accounted for by the decreased output of coal. The total output of coal was 261,328,795 tons and the value \$582,994,240, showing decreases of \$6,302,167 tons, and \$19,642,650 respectively on the figures for 1907. The average price of coal last year was \$2.14 per ton, as compared with \$2.16 in 1907. The quantity of coal exported, exclusive of coke, manufactured fuel and of coal shipped for the use of steamers engaged in foreign trade, was 62,547,175 tons, showing a decrease of more than a million tons in the exports for 1908. The amount of coal raised for home consumption was 176,222,659 tons, or 3,956 tons per head of the population. The blast furnaces for the manufacture of pig iron accounted for the burning of 18,742,404 tons, as against 21,119,547 tons in the previous year. Iron ore is by far the most important of the metallic minerals raised in the United Kingdom. During the year the output of ores of this metal was 15,031,025 tons, valued at \$19,620,825. From this ore 4,847,448 tons of iron were obtained, and this represents more than one-half of the total quantity of pig iron made in this country.

## SHERIFF OF NOTTINGHAM ROSE FROM THE RANKS

If a varied experience counts for anything, Councillor Thomas Ward's success is assured. He has just been elected sheriff of Nottingham, having been born in the Nottingham slums about 50 years ago. He was sent to the workhouse school until the age of 12, when he was despatched to a training ship at Southampton. Here he remained for 12 months, after which he was apprenticed to a Hull trawler. Three years later he returned to Nottingham, where he remained for some little time, eventually traveling to Australia where he intended to make a fortune in the gold fields. He was not long in Australia, however, but again returned to Nottingham, where he obtained a situation in a factory, gradually working his way up until he became a partner, and finally sole proprietor. He is at present a member of the board of guardians, and also chairman of the very institution which had originally sent him to sea.

## Composer Verdi Wrote "Aida" Upon Request of Khedive

(Special to The Monitor.)

CAIRO, Egypt—Perhaps not all music lovers who listen to the singing of Verdi's opera "Aida" this season will be aware that the Egyptian capital was the scene of its first production and that the scale of princely prodigality which marked its initial rendering was the formal opening of the Suez canal.

The story of the Suez canal is one of romance. It was in connection with this enterprise that the fame of Ferdinand de Lesseps, the great French engineer, was brightest. It was an era of regal spending. Of the \$400,000,000 which the undertaking cost, at least half is reported to have been spent in securing privileges and in granting huge discounts. On the economic basis on which the Panama waterway is being constructed it seems likely that one quarter of the sum expended would dig the Suez canal under modern conditions.

However, the scale of expenditure was in keeping with the lavish expenditure of the Khedival court and with the sumptuous tastes of Ismail Pasha, who resolved that the opening of the new

route should be celebrated with splendor commensurate with the dignity and costliness of his reign. An outlay of \$21,000,000 was necessary to accomplish his purpose, but the item did not deter him from giving the fete, although Egypt today is bound by the debts which he contracted in this and in other princely ways, worthy of an Oriental potentate, typical of the pages of old world romance. Ismail borrowed excessively of French bankers, and when the time of reckoning came Disraeli stepped in and bought the Khedive's shares in the canal company, on behalf of the British people.

The date of the fete which commemorated the opening of the canal was Nov. 17, 1869, although the waterway actually joined the two seas across the isthmus in March. The Khedive Ismail had been entertained by the Emperor and Empress of the French at the opera in Paris. He returned the compliment in regal style. The fact that there was no opera in Cairo presented no obstacle. He built an opera house; incidentally he rebuilt a good part of Cairo for the occasion. The splendors of the Arabian

Nights entertainments gave him some valuable hints as to suitable attractions, and his foreign creditors gladly furnished him the money. He engaged an opera company composed of famous European artists to sing in the Khedival opera house, and not the least of his royal tasks was laid upon the great composer Verdi, who was commissioned to produce an opera worthy of the occasion, using an Egyptian theme. "Aida" was the result, and its "first night" production was in the splendid new opera house on the shores of the Nile, under the most pretentious auspices under which opera ever was presented. The royal guests were quartered in palaces built expressly for them, with every luxury that Oriental magnificence, cultivated with Parisian taste, could devise. The Empress Eugenie, as representative of Napoleon III's court, and patroness of the brilliant De Lesseps, was the special guest of honor, while the Emperor and Empress of Austria, the present King and Queen of England—then Prince and Princess of Wales—and many other royal and ambassadorial personages made up the party.

## GOVERNMENT AIDS PEASANTS BY FREE TRANSPORTATION

(Special to The Monitor.)

SHANGHAI—Journeying by rail from Hankow, Peking, Mukden and Harbin to Moscow late in April and early in May one sees signs of agricultural activity such as is common in Europe at the corresponding time. Returning early in September one sees both to the east and west of the Ural mountains the recently harvested lands again plowed and sown with the spring crop of wheat, which is considered to be of superior quality. During the travel in April and May one sees Russian emigrants, men, women and children, coming in great numbers from European Russia in trains that average 45 cars and sometimes have as many as 60. But the number and length of the trains is estimated that they carry about 12,000 persons every day.

These emigrants are headed for Siberia, there to plow and sow and produce by their labors part of the grain that goes to feed the vast Russian empire. These peasants seem to realize that a life of hard toil is ahead of them and they face it cheerfully. These emigrants are assisted by the Russian government with free transportation. For comfort in traveling the state likewise provides at each station, day and night, a plentiful supply of boiling water. Furthermore the Russian authorities, it is reported, are encouraging emigration to eastern Siberia by free grants of land. On traveling across country in September one sees the enormous amount of agricultural work that has been done during the season, showing that the peasants have faced the necessities of their situation with a will. An abundance seems to reward industry in the country, for black, white and brown bread, milk, butter and other foodstuffs are plentiful and fairly cheap.

Fully as great an object lesson in industry is given by the districts along the line which are populated by Chinese. South from Harbin, through Manchuria to Peking, every available inch is under cultivation, the results seeming to justify the old saying that the Chinese are the greatest farmers in the world. In Manchuria they raise many of the best cereals, such as kowliang (millet), showme, or small millet, wheat and buckwheat, besides beans and peas. For two days the train takes one past fields of cotton, the gathering of which is done by women and children. The opinion is expressed by authorities who have taken the trip recently that the Chinese peasant of Manchuria is in advance of the average Russian peasant

emigrant to Siberia in cheerfulness and also in independence.

From Peking to Hankow—which is an approximate distance by rail of 700 miles—much the same conditions of agricultural life prevail as do in Manchuria. The trip down the Yang-tse to Shanghai from Hankow is made on a palatial river steamer on which the passengers are fed five times a day and on which the Chinese stewards give their foreign proteges at breakfast, tiffin and dinner as much personal care as would ordinarily be given a child.

## ADVANCES MONEY.

(Special to The Monitor.)

MEXICO CITY, Mex.—The Mexican government has advanced \$3,847,165 as subsidy in connection with the Mexican section of the Pan-American railroad and retain \$652,800 pending the completion of permanent metal bridges and stations.

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# Leading Events in Athletic World -- English Rugby in the West

## ENGLISH RUGBY NOW THE POPULAR GAME ON PACIFIC COAST

Big Californian Universities Have Played It in Place of American Football for Four Years.

What change will be made in the American game of football this year by the rules committee in the way of revising it of the present game when that body meets in New York this winter is a question that has been forced to the front during the present season. That some change will be made now seems certain and football enthusiasts are wondering whether the step will merely be one of revision or of substitution.

This problem came up on the Pacific coast in 1905 in such a forcible manner that the University of California and Leland Stanford, Jr., University abolished the American game and substituted in its place the English game of Rugby, with modifications. The success this game met with out there has been phenomenal.

The game as played there embodies much that the present American game was first intended to perform, for it was built, in the first instance, upon the English game. The popular impression prevalent in the East when the West took up this sport, and even since then, was that the western universities were giving up football entirely and were playing association football or basketball. Such is not the case.

The game is essentially an open one. In which kicking and passing rather than line smashing are the principal features. It is played on a field the same length as the American football field, but 25 yards wider, in order to allow more open play, free running and passing. Fifteen men play on a side, rather than 11, and are distributed as follows in their respective positions: Eight men form the "scrum," which is the nearest approach to the present line formation. These eight lock shoulders and arms in a stooping posture in the shape of a four-cornered wedge, and face the opposing wedge, as do our two lines, with the exception that their strength is expended not in smashing each others line, but in running the ball down the field against the opposing wedge. The "scrum" is formed only when the ball has been stopped in the field or when a man has been tackled and could not pass to the backs, or upon a penalty.

The wing three-quarters, or sometimes called the halfback, is the one who receives the ball from the scrum and passes it to the backs in the field. These men, five in number, not counting the fullback, line up across the field 10 feet apart, at an angle of about 15 degrees with and diagonal to the yard lines. The halfback passes to the first back in the line, either a three-quarter or five-eighths, who starts down the field. When tackled he passes the ball always to the rear, slightly, to his running mate, who has been running with him a little behind and to the rear of him, who in turn advances the ball until tackled. A fumble or intercepted pass will give the other side the ball when the passing rush is repeated into opposing territory.

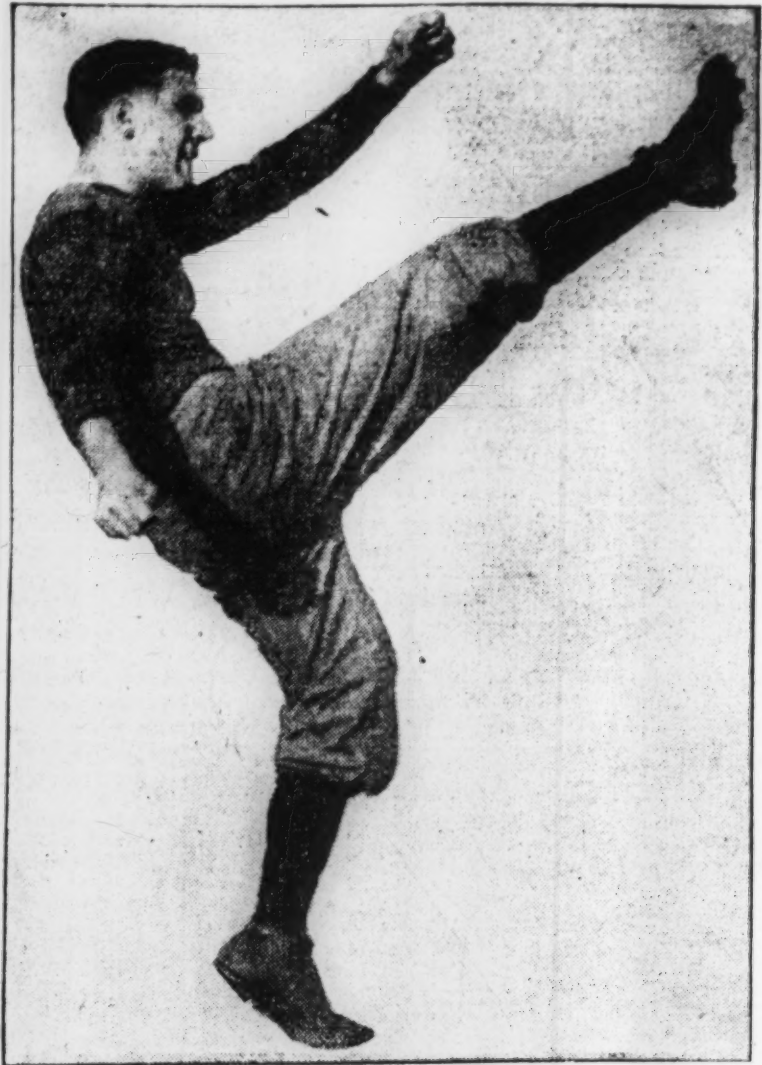
These are the two principal means of advancing the ball. But while running with the oval the player can kick, either as a straight punt or as an onside kick to a teammate. In the first event his object will be to punt the ball into "touch," that is, as far as he can, and yet kick the ball over the side lines before caught by an opposing back. It is then anybody's ball, for it is thrown into the mass play, both teams having lined up at that point at right angles to the side lines to receive it, whence the ball is whisked off down the field by the backs, who receive it from a player in the line.

Another means of advancing the ball is the "dribble," or running down the field carrying the ball along the surface of the ground with the toe of the shoe. Dribbling is allowed at any time of play when the ball has hit the ground.

The football enthusiast would witness a game something like this: At the blowing of the whistle the teams would line up as they do in the present eastern game, and one of the forwards would kick off. One of the backs would receive and advance. But when tackled, instead of falling with and upon the ball, as would our American quarter or half under a punt, he passes to the back next to and behind him, the object always being to keep the ball moving. The ball is advanced to the 40-yard line by a series of quick passes and rushes, when the runner is thrown with the ball, not having been afforded an opportunity to pass. A scrum is formed at that point where the ball rested, and the wing or half throws the ball in between the two scrums. If the advancing team is the heavier it will force the opposing wedge down the field into hostile territory, carrying the ball with it between their feet. If lighter, they will rush the ball to the rear, all the time advancing, where it will be received by the backs and rushed off down the field again in a series of long and clean passes.

As the 30-yard line is reached one of the running backs kicks into touch on the five-yard line and a lineout is had when the ball is finally carried over the line for a "try" corresponding to our touchdown, but netting three points. If converted, two more points are added. Goals are changed, a rekick-off is had and the ball is advanced as before, but

## Penn. and Cornell Play Tomorrow



CAPT. A. C. MILLER, UNIVERSITY OF PENNSYLVANIA.

### RESULTS OF FORMER GAMES.

1893.....	Pennsylvania, 50;	Cornell, 0
1894.....	Pennsylvania, 6;	Cornell, 0
1895.....	Pennsylvania, 40;	Cornell, 2
1896.....	Pennsylvania, 22;	Cornell, 10
1897.....	Pennsylvania, 4;	Cornell, 0
1898.....	Pennsylvania, 12;	Cornell, 6
1899.....	Pennsylvania, 29;	Cornell, 6
1900.....	Pennsylvania, 27;	Cornell, 6
1901.....	Cornell, 24;	Pennsylvania, 6
1902.....	Pennsylvania, 12;	Cornell, 11
1903.....	Pennsylvania, 36;	Cornell, 0
1904.....	Pennsylvania, 34;	Cornell, 0
1905.....	Pennsylvania, 6;	Cornell, 5
1906.....	Pennsylvania, 6;	Cornell, 0
1907.....	Pennsylvania, 12;	Cornell, 4
1908.....	Pennsylvania, 17;	Cornell, 4

PHILADELPHIA—The University of Pennsylvania and the University of Cornell meet tomorrow on Franklin field in their annual football contest for 1909. As the game between the army and navy scheduled for next Saturday has been canceled, the Thanksgiving day contest will be the last big game of the season in the East, and it promises to be a battle royal, as Pennsylvania is not represented by an eleven of the high standard set by the college, and Cornell has an average team.

This is the seventeenth time that these two colleges have met on the football field. The series was started in 1893, and in only one year, 1901, has Cornell been returned the victor. In 1906 the two teams played a 0 to 0 tie, and in all the other years Pennsylvania has won, usually by a very decisive margin.

Judging from the showing made by the two teams in the games already played this season, Pennsylvania has the better show of winning. That team has played nine contests, winning seven of them, tying one and losing one to Michigan. The team has scored 129 points as against 32 for her opponents, an average of about 14 points to a game. Cornell has played seven games, winning three, tying one and losing three—one to Fordham, one to Williams and one to Harvard. The team has scored 60 points to 48 for her opponents, or less than 9 points to a game.

The showing made by Pennsylvania in the Michigan game was far from satisfactory to the coaches. The team did not appear to play as good a game as was shown previous in the season, and as a result Capt. A. C. Miller, the former quarterback, has been removed from

while passing the ball it is intercepted and rushed off down the field into the advancing team's own territory. Again it is intercepted and punted far back up the field into touch and hence safety, if the punter is a good and accurate kicker. But some one has broken a rule, whence a penalty is awarded with an option in the receiver of forming the scrum or taking a free kick for goal. The latter is always taken when within striking distance and is similar to a place kick in the American game. It scores three points.

Thus it will be seen that Rugby is an open game. From the player's standpoint it is a game of skill rather than one of strength. Not that brain as well as brawn is not essential to both games, but brawn and strength must be an asset of every player in the present American game, while in Rugby it is not an ingredient except in the scrum. The best fullback California has ever had is Dwigings of this year's winning team, who weighed only 138 pounds; the best because he could run 100 yards in 10 seconds flat, could punt 45 to 55 yards into touch accurately and cleanly and could receive a kick, kick goals and pass to his backs quickly and accurately. In the American game the quarter-back is the only one who can pass the ball with precision, unless a forward pass is called for, while in Rugby every man must be able to perform that feature. The Rugby player is well trained and goes to a training table as here.

that position and replaced by Hutchinson. Captain Miller is now being played as substitute fullback, and may not get into the final contest at all.

Despite the fact that Harvard defeated Cornell by a score of 17 to 0 and Chicago held her to a 6 to 6 tie, the eleven is looked upon by the college as having good chances of winning the final game. The work of the team has been badly handicapped by the loss of Wood at quarterback. This man was the best candidate out for the position, and was considered by many who saw him play in the early season as the best quarter of the year. It is expected that he will be in condition to run the eleven during the entire game tomorrow, and Cornell backers are placing their hope of victory in the way he manages his team. The men are green, but have been drilled thoroughly in the game, and are hopeful of closing their season with a victory.

## THE ANCIENT SPORT OF ARCHERY

By E. B. Weston, Secretary National Archery Association

TODAY archery—shooting with the bow and arrow—furnishes us one of the finest athletic sports and recreative pastimes. Only a few hundred years ago the armies and huntsmen of nearly all peoples were armed with what many now look upon as a mere toy; and still the long bow in the hands of our British ancestors was a terrible weapon of offense and defense.

It has furnished subjects for the prose writer and the poet, and has fascinated the readers of history and fiction. However, it is not of its history or literature that we now write, but of it as a delightful pastime.

We have said that some consider the bow and arrow toys. Let these same people come to the archery range and try to shoot a bow which requires a pull of 40 or 50 pounds to draw it, and they will acknowledge that they did not know as much as they thought they



HENRY B. RICHARDSON.

American champion archer 1907 and 1908.

did; for when they have shot one arrow, drawing 50 pounds in doing it, and repeated it six times, then walked to the target, perhaps 100 yards distant, back again to the shooting line, and kept this up for an afternoon, they will not think they have been engaged in child's play. Those who have not used a bow since childhood, when they made them of bar-

## WRESTLERS START WORK AT PRINCETON FOR COMING SEASON

Success of Novice Meets Last Year Causes Management to Repeat Series—Completing Arrangements.

PRINCETON, N. J.—The Princeton wrestling team began practice this week, when Capt. H. H. Ward, 1910, issued the first call for candidates.

Several members of last year's team and a few men who have had former experience in wrestling have been reporting to Captain Ward in the gymnasium for the past two weeks. The work done by these men, however, and the preliminary practice of the week are largely intended to get the men into shape and have matters well started before the appointment of a regular coach.

The success of the three novice wrestling meets held last year has made it seem advisable to the management of the wrestling association to continue the series this year, and arrangements are now being completed for three such meets. Although no definite dates have as yet been decided upon, in all probability the first two of these meets will be held previous to the beginning of the Christmas vacation, while the final contest will take place in January before the regular season begins. As was the case last year, men from all four classes will be eligible, with the exception of those who have taken part in any dual or intercollegiate meets. The winners of two out of the three bouts in each weight will receive bronze medals. The weights which will be contested are as follows:

Bantam—115 pounds; special—125 pounds; light—135 pounds; welter—145 pounds; middle—158 pounds; light-heavy—175 pounds; heavy—all above 175 pounds.

The following who wrestled last year and all men with any ability, including freshman candidates, are expected to report for regular practice:

1910—J. W. Alexander, W. C. Belknap, J. H. Drummond, G. H. Garrett, H. K. Gilmour, B. S. Horner, W. R. McCarthy, F. B. Ober, J. S. Taylor, H. H. Ward, J. B. Waller, R. B. Wilson; 1911—R. S. Barr, M. S. Connelly, R. F. Dyer, R. D. Elder, J. B. Knight, M. A. Lewis, J. S. Lionberger, J. C. Musser, G. W. Prettyman, A. Rheinstein, F. P. Smith, E. H. Vredenburg, E. C. Wells, Jr., E. C. Wheeler, S. V. White; 1912—H. B. Earle, F. W. Elmendorf, B. H. Farr, D. B. McCready, A. T. Ormond, H. H. Ormond, and C. B. Rockwell.

Matches are lost for many reasons, but they are won either by brilliance or by care—and more often the latter than the former, says Silver Sand in the World of Golf. Yet how few, especially among young players, can really be said to take any thought about their game at all: I am convinced that the chief reason why golf has gained its doubtful reputation as "the old man's game" is that it is usually not till he has traveled far down the valley of years that he learns to appreciate the virtues of being "pawky and sleek."

First of all, then, if you would head the list on medal day and knock your best friends out of hole tournaments, you must know the rules—not only the rules of golf, but your local rules as well. Especially if you are playing on a strange course, always make a point of learning what local rules, if any, are in vogue. I remember in one round of the famous 1904 championship at Sandwich, Travis' opponent grounded his club in a grassy hollow in a hazard. Unfortunately there was a somewhat unwise local rule to the effect that there was no permanent grass in any of the hazards, and Travis, who had been careful to find out just where this applied, promptly claimed the hole.

The ex-American champion was, of course, well within his rights, but perhaps his sharpness was just a little too "Amurrian" for British notions of sport. However, I have seen many other instances where ignorance of the local rule brought loss in its train. At Turnberry last year I watched George Duncan, who had led the field on the first 18 holes, get into a rabbit scrape off his first shot in the second round. In his usual impetuous style Duncan played back out of the hazard without giving any one time to explain that a local rule permitted him to lift without penalty. His irritation at this misfortune did much to account for the subsequent falling off in his play.

Again only the other day, in the Scottish section of the qualifying competition for the News of the World tournament, Watt of Dirlerton, who finished second, wasted a valuable stroke in a vain attempt to play out of a water hazard, under the impression that the penalty for lifting was two strokes instead of one. In this case the marker was at fault, but if you are as keen a player as you ought to be, you will have no need to consult the marker, but be able to rely on your own opinion.

Apart from any question of a stroke lost or gained, it is always worth while to know exactly where you stand. The freedom from any dubiety regarding the proper course to pursue at a decisive juncture, the absence of any disputes—or at the worst the certainty that you are

## RATIONAL GOLF

By Jason Rogers.

There are many golfers—especially among the mighty brigade who cannot play a hole match without at the same time playing for their score—who can never get beyond a childlike belief that golf consists merely in holing out in the minimum number of strokes.

Now in a hole match it does nothing of the kind. Your object is if possible to do each hole in fewer strokes than your opponent—quite a different thing. For instance, if at a particular hole he had wasted a couple of strokes in a bunker, you would not be justified in playing the one off there. In fact, both in match and medal games you must play to the score.

Harry Vardon has put on record the dilemma in which he once found himself when with a 4 to win or a 5 to tie at the last hole of the open championship, he had to play the second toward a distant green guarded by a bunker which only the finest of brass shots would carry. After careful deliberation Vardon decided that his chance of winning the tie on the playoff was greater than his chance of carrying the green, and he played short. But with only three to win and four to tie he would of course have gone for the bunker right away.

The opportunity for such exercise of judgment occurs frequently on the putting green. In cases, which are continually occurring, in which a player has two putts to win, it is better to take them—for instance, if he has been laid a stymie, or if there is a steep and keen slope just beyond the hole. As a rule, of course, the most certain method of lying dead is to try to hole out.

In the end it simply amounts to this, that some risks are worth taking and others are not. As a general rule, in medal plays take your risks. Unless the entry is all the smaller, there is almost certain to be some one pressing you closely, though sometimes after a brilliant outward half it is worth while to play for a steady score home, in the hope of preserving the advantage already gained.

Golf is essentially a simple game, but its very simplicity is sometimes misleading and encourages a mechanical fashion of play which is by no means helpful to a player's chances.



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dirt or dampness from the arrows, and a ground to shoot on.

Now, the novice must have some archer friend to teach him the theory and practice of the sport, or some book on the subject. The latter is a poor substitute for the former, but good archers have been made by book-learning. The best book to own is the archery volume in the Badminton Library or Spalding's "Archery Guide." If you are not already wedded to some outdoor recreation, try archery. You will soon learn to love it, and never tire of it.

It is not as strenuous as tennis and perhaps some other sports, but there is no more rational exercise. It has no violent, straining motions. The archer when shooting stands erect, fills his lungs and concentrates his mind and muscle on the one complex act which is engaging him.

The necessary outfit for an archer consists of a bow, arrows, shooting glove to protect the fingers from the string, arm guard and tassel to wipe



## MAYORALTY FIGHTS DECIDED IN SEVERAL CITIES IN BAY STATE

Mayor John M. Woods of Somerville was renominated by the Republicans at the primaries Tuesday, receiving 1899 votes of the 2304 polled. There were cast for Arthur P. Vinal 30 votes, despite Mr. Vinal's repudiation of any candidacy.

The Democratic nominee is Thomas M. Nolan and Squire E. Putney will represent the socialists.

LYNN—Practically unanimous indorsement of Mayor James E. Rich's administration was recorded in the Democratic caucuses Tuesday night when he easily defeated William A. Kelley.

In every ward in the city Mayor Rich received a handsome vote and particularly in ward 6, where 650 votes were cast for him, while Kelley received 70. Kelley developed no strength in any section of the city.

MEDFORD—At the joint municipal primaries in this city Tuesday President Seth B. Wetherbee of the board of aldermen defeated William E. Nichols, his opponent for alderman-at-large from ward 6, by a vote of 284 to 153.

NEWTON—Charles E. Hatfield was nominated for mayor by the Republicans and indorsed by the Democratic party at the caucuses Tuesday. The Republicans indorsed two Democratic nominees for aldermen, William J. Doherty in ward 1 and George M. Cox in ward 3.

## Full Dress and Tuxedo Suits



The  
Newest  
Models  
—IN—  
Evening  
Clothes

Full Dress Suits, \$26, \$36, \$45  
Tuxedo Suits, \$25, \$35, \$42

Gloves, Shirts, Ties, Buttons, Shoes,  
Etc., for Evening Wear

The Continental  
651 to 657 Washington Street,  
Cor. Boylston St.

## ON A SIDE STREET



We are the only furniture house in Boston on a side street. All the others are on thoroughfares. They pay for their locations several times as much as we pay for ours. And the rent goes on the price of the goods. That is one of the principal reasons why we are able to sell our goods at the prices we do.

Six floors of new, up-to-date furniture.

Murch & Loomis  
41 to 45 Bowker St.

Bowker St. Leads  
from 51 Sudbury St.

E. MEHESY, JR.,  
UTAH

FURS

Mink, Black Lynx,  
Black Wolf

Muffs and  
Neckpieces

Special Coyote  
Rugs \$9.00 We deliver  
anywhere  
in the U. S.

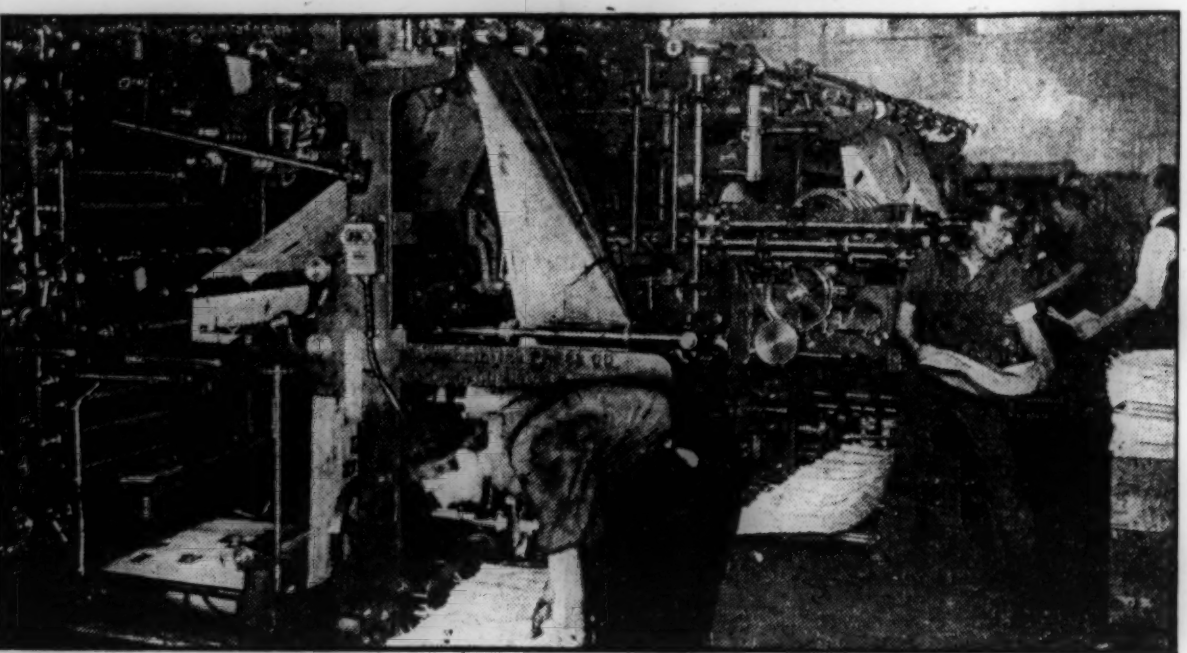
Navajo INDIAN BLANKETS  
direct from  
reservation

Salt Lake City Established 20 years  
Knutsford Hotel Bldg.

## Anniversary Issue of The Monitor Means Much



HERE IS WHERE 150 TONS OF COPIES HAVE BEEN SENT ALL OVER THE WORLD.  
One of the busiest spots in The Christian Science Monitor building; equipped with machines that fold, wrap, paste, address and assemble papers for mail bag distribution.



TWO BIG GOSS PERFECTING PRESSES AT WORK GETTING OUT THE ANNIVERSARY NUMBER.  
The paper arrives in great heavy rolls. It leaves in printed and addressed bundles. The motor wagons distribute it to news stands and railroad stations. The presses meanwhile have left their imprint upon it.

(Continued from Page One.)

a unique departure in the journalistic field. That it is recognized in so short a time as a newspaper of high character and that it stands in general esteem on its merits as a newspaper, is attested by a number of significant facts: It is the only publication in New England that has the complete reports of both the United Press Associations and The Associated Press as the basis for its news.

It is one of the few newspapers in the world that has encircled the globe with a chain of regular correspondents.

It is one of the few newspapers known throughout the entire world, as evidenced by its having indisputably the largest prepaid mail circulation of any American daily newspaper.

By those who are in a position to estimate such matters carefully it is considered one of the most closely read newspapers in America, and that advertisers appreciate this fact is shown by the amount of advertising carried in today's issue.

Finally, the circulation—approximately 250,000 for today—that marks the crowning achievement of this paper, the

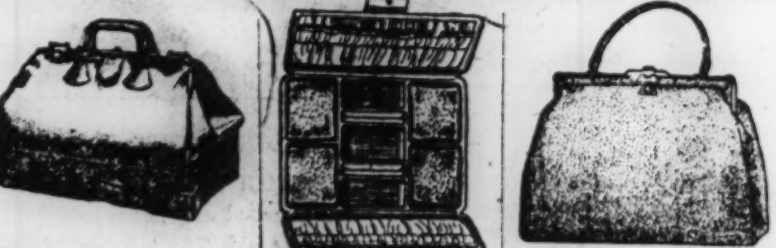
96-page edition, may be characterized, without exaggeration, as one of the notable feats of modern journalism. Constructiveness has been the keynote of all that has been undertaken by The Christian Science Monitor. Believing that this kind of news is of more consequence—and hence of more interest—to readers than are the merely sensational or combative activities of many kind The Monitor has set out to find and print the former class of news. It was willing to labor patiently to cultivate a taste for such news on the part of the public, but it has been gratified to find that the demand already existed.

True, accounts of police court sort of happenings constitute a considerable portion of the news of the day, in the ordinary acceptance of the term. This condition of things, however, has not bound or hampered The Monitor in its search for the helpful and optimistic. With its own world-circling staff of correspondents it has been able to control its choice of the news from the very source, and no locality has proved too remote or too obscure thus far to attract the interest of Monitor readers if its activities were of the sort that the management of the paper welcomes to its columns.

In publishing its four afternoon editions each week day, The Monitor has endeavored to transcend the bounds of mere locality, and has presented a news service dealing with every section of the globe. Its page of cable and correspondence news has already gained it an enviable reputation as a world's newspaper. It has been ascertained that the seeming indifference of people to happenings outside their immediate spheres of interest is merely in the seeming, and that if the real and important news of far away is purveyed to them in suitable form they will avail themselves of it with avidity. The Monitor not only seeks to keep its readers informed of events all over the world, but to interpret those events in a way to show their relation to the great movements that are of service to the human race. The Monitor is constantly in receipt of letters expressing appreciation, not merely of its foreign news service, but of its attitude on world questions.

It is an aim of The Monitor to publish a daily newspaper for the home that shall furnish an abundance of interesting reading for every member of the family, and that shall be at the same time a publication that may be entrusted to any member of the family without misgiving. It is needless to say that in carrying out this policy it has gained the support of people of widely-varying religious affiliations as well as of many who make no profession of religion. Withal, it has earned the name of being a paper that commends itself in an unusual degree to the favor of women. Women prove to be the closest readers of home newspapers, and "home papers" especially commend themselves to advertisers. It is this character of The Monitor that seems to have made possible its splendid and unprecedented success as an advertising medium. Nevertheless, mere financial success has not caused the management to lose sight for an instant of the ideals that it has set for itself.

Thousands of dollars' worth of



English Traveling Bags, linen lined. For women from \$18.00. For men from \$13.00. Goods sent by express or post are returnable if for any reason whatsoever they are not satisfactory.

176 DEVONSHIRE ST.  
LONDON HARNESSE CO. 27 FEDERAL ST.  
(HANTON & CO. CONSOLIDATED)

523 - 525

Washington  
Street

# Small's

New England's Popular Cloak Store

Paris  
Faubourg  
Poissonniere

## An Important Sale of Women's and Misses' Coats

Over 1000 Coats in 150 Distinct Styles at Attractive Prices

Our stock of Coats cannot be duplicated in Boston; every coat in this sale is strictly new and up to date in style and of thoroughly dependable materials; not a shop-worn lot of odds and ends, but absolutely fresh merchandise much below regular prices.

Misses' sizes 14 to 20 years, ladies' sizes 32 to 44 bust measure.

Coats at \$10.00 Regular Price \$15.00

We show about 15 styles at this price, materials include a wide range of chevrons and novelty mixtures in all the most wanted colors. One particularly good style is made of fine all wool worsted cheviot, half fitted back, lined to waist line with guaranteed satin. A similar model made of oxford wide wale diagonal is also specially attractive. You will find coats no better in many stores priced \$15.00 to \$18.00.

Coats at \$12.75 Regular Price \$18.00

Although we offer a number of styles at this price we can only describe one of the most popular models; the material is a fine wide wale diagonal in black, navy and oxford, high collar, finished with black broadcloth collar and cuffs; half lined with guaranteed satin. All sizes for both misses and women. We consider these coats the best value we have ever offered at this price.

Coats at \$15.00 Regular Price \$20.00

Broadcloths, chevrons and novelty mixtures in every conceivable style and desirable shade. No description could possibly do these coats justice. You must see them to appreciate their real worth. One of the latest styles is made of fine wide wale diagonal in black, navy and oxford—high military collar, half fitted back. A coat you would consider excellent value at \$20.00.

Coats at \$18.75 Regular Price \$25.00

You will pronounce these coats excellent values at \$25.00; at \$18.75 they are bargains, broadcloths, diagonals and novelty cloths in an almost endless array. At this price is one style which we consider especially good. The material is a wide wale diagonal in black and navy only—high velvet collar, piped with velvet. A stunning coat at an extremely low price.

Coats at \$25.00 Regular Price \$35 & \$45

Rich Plushes, handsome imported Caracul Cloths, Broadcloths and beautiful Scotch Coatings are among the cloths offered in this lot. One model is of fine plush, cut full 34 in. long (same model as in Caracul). Another is a fetching coat made of imported Scotch Suitings, only one coat of a pattern. Dozens of other styles equally desirable in broadcloths and chevrons. If ordered regularly these coats would sell for \$45.00.

Coats at \$35.00 Regular Price \$50.00

We want especially to call attention to our Plush and Broadcloth Coats at this price. They are made of only imported cloths. The plush garments have all the appearance of a Rich Seal Coat. Our Broadcloth Coats are stunning garments, richly trimmed and braided and are in all the most desirable shades.

Coats at \$45.00 Regular Price \$60.00

Exquisite Wraps in one of a kind models, imported broadcloths in black and colors and Rich Plushes in a number of good styles. One striking model is of finest imported plush, high military collar, fastened with four silk frogs. This coat is one of the handsomest models we have shown this season, and is far superior to any fur garment at a like price.

Evening Wraps at \$19.75 and \$25.00  
Regular Price up to \$50.00

A special purchase enables us to offer about 25 Evening Wraps at just about half price. There are no two alike in the entire lot. All desirable styles and the most wanted colors of the season. We know you have never seen such values for so little money. An early selection most desirable for the best values.

## Largest Assortment of Fur Coats in Boston at the Most Reasonable Prices

patronage has been refused simply because it entailed advertising of a character such as The Christian Science Monitor could not indorse. While it makes no pretense of guaranteeing the genuineness of what is offered in its advertising columns, it has spared no effort to enforce honest advertising in those columns, and the success thus far attained has been so general as to be a subject for wide remark.

In its treatment of athletic news the paper has made for itself hosts of friends in the leading schools and colleges. Its financial page has proved of inestimable value to those who are interested in market matters of the legitimate sort. The Home Forum and editorial pages, with their educational features, have become numbered among the institutions of home life in many a household, enabling the young people to obtain a comprehensive view of world events without the possibility of their encountering any problems unsuitable for juvenile minds to contemplate.

It is not to be understood that The Monitor has stooped to a censorship so narrow or opinionated as to render its news service inadequate, inefficient or incomplete. Far from it. Whatever is of public importance or affects the public welfare, even though it be news of what is ordinarily reckoned as crime or disaster, is printed in The Monitor in completeness sufficient for information, but without unnecessary embellishment or sensational display. The emphasis, however, is reserved for the helpful, the constructive, the encouraging, not for their opposites.

With its organization and equipment the task of preparing the present monumental edition has not been marked by the apparent effort that might reasonably have been expected. Ordinarily an edition of this magnitude would require many months of preparation or else the employment of a special staff and would involve extended journeys by representatives of the paper to distant points to secure advertising as well as to prepare special news and literary features.

In the case of The Monitor the work has been performed with a minimum of additional effort. In less than 60 days news articles have been gathered from all parts of the world, advertising procured from the leading cities of the United States, Canada, England, Scotland and Ireland, and, with a newspaper plant that was practically outgrown six months after The Monitor had been established, this paper, which is conceded to be an unusual example of good typography, is being despatched today to all parts of the world. The presswork has begun only a week ago, and has been accomplished after the regular run of the daily editions was completed.

It was run in 12-page sections, two sections being completed at a time. These were assembled, and in order to make

ESTABLISHED 1850  
50  
Winter  
St.

On Friday and Saturday, November 26 and 27, we will hold a special sale for readers of The Monitor. Out of town patrons will find our mail-order service to be thorough and quick delivery.

Marabout Boas  
There has been an unprecedented demand for this stylish neckwear and we offer a special inducement in black or natural marabout boas, 5 strands 24 yards long, finished with tails of same light weight, full and fluffy. \$5.75 actual value \$8.00

Trimnings  
For over 50 years we have been the leading house in Boston for all kinds of dress trimmings, garments, trunks, dresses, jewelry, etc. Our assortment is large and finely selected.

We Can Match Anything  
A common expression among the ladies is: "If you cannot match it at Cohen's do not look elsewhere."

From Our Hair Goods Dept.  
Fine quality Hair Transformations, go all around the head, comb in naturally with your own hair; best quality wavy permanent cuttings, actual value \$10.00; special \$4.95

From Our Jewelry Dept.  
Ladies' Imported style Belt Pins, gilt or green, set with various styles, actual value \$25; special \$25

From Our Handkerchief Dept.  
Ladies' pure silk stockings in the much wanted sheer effect, a dainty and acceptable holiday gift, value \$1.25; special \$1.00

From Our Fur Dept.  
Ladies' pure silk stockings in the much wanted sheer effect, a dainty and acceptable holiday gift, value \$1.25; special \$1.00

S. COHEN & CO., 50 Winter St. PROMPT ATTENTION TO MAIL ORDERS

Manufacturers of HARD and FLEXIBLE FIBRE  
DIAMOND STATE FIBRE COMPANY  
U. S. A.  
Made in SHEETS, RODS, TUBES, WASHERS, DISCS and Special Shapes  
WE MAKE A SPECIALTY of Trunk Fibre in all of the standard and Trunk colors. Angles and Bands, plain and creased. Strap Loops, Corners for Suit Cases and Trunks. Prices and samples on application.

room to store them a big marquee tent was pitched on a piece of property adjoining The Monitor establishment, where the completed sections awaited the printing of today's news sections and the subsequent despatches to the north, south and west and to foreign countries, at the same time that distribution was being made by automobiles, wagons, and trains to the city and suburbs.



## THE HOUSEKEEPER

Hints That May Help.

## CHILD'S COAT.

The coat that gives long simple lines is always a becoming one to the younger children. This one completely covers the frock and is made with inverted plaits below the waist line which mean comfort and fullness. It is appropriate for all cloaking materials, velvet, velveteen and corduroy as well as the various cloths. Bordeaux red cloth is much liked, however, and is the material illustrated.

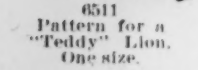


The material required for the six year size is 4 1/2 yards 27, 2 3/4 yards 44 or 2 yards 52 inches wide with 3/4 yard of velvet.

The pattern (6510) may be had in sizes for children from 2 to 8 years of age. Address as under No. 6511.

## A "TEDDY" LION.

All children love animal toys. This lion is quite simple to make. Any soft, smooth material is appropriate for the body, with a shaggy one for the mane, but this lion is made of velveteen and long haired plush in a tawny shade of tan.



The material required is 1/2 yard 27 or 3/4 yard 44 inches wide with 1/4 yard any width for mane. The pattern (6511) may be had in one size only (10 inches exclusive of tail) at any Maynord agency or will be mailed on receipt of price (10c.). Address 132 West Twenty-seventh street, New York, or Masonic Temple, Chicago.

## GOOD RECIPES.

## CHICKEN POT ROAST.

Dress chicken with favorite dressing, stuff it well. Have an enamel kettle in which place a generous amount of butter and bacon fat; let it heat, then put in the chicken and brown it well; then pour over a tablespoonful of catsup, one cup of boiling water, cook about an hour and a half, remove and make gravy. Pour water around, not on the chicken. This is delicious, either hot or cold.—Cooking School Magazine.

## TO COOK CRANBERRIES.

Add 1 cup water to 1 quart of berries. Cook about 10 minutes, add 2 large

cups sugar and cook for 10 minutes more, stirring often. Pour into molds or a bowl for serving. This forms a firm jelly when cold.

## OYSTER PAN ROAST.

Heat the juice of the oysters, adding a little water if necessary to make a sufficient quantity. While it is heating, prepare nicely trimmed slices of thin toast and butter. Add to the hot oyster liquor butter, pepper and salt to taste; then drop in the oysters. As soon as they are plump serve on the toast. This is an excellent recipe for the chafing dish.

## JELLIED MEATS OR FOWL.

One pint of cold meat or fowl, 1 teaspoon Bell's seasoning, 1/4 teaspoon salt, liquid enough to fill pint mold. Add liquid when hot, 1 tablespoon granulated gelatine. Cool and serve on a base of lettuce leaves over which thin sliced lemon is placed.

## IN THE SHOPS OF ADVERTISERS.

The merits of the Howard Duster are recognized the country over by thousands of experienced housekeepers whose work is made easy by the daily use of this absolutely sanitary cleanser of furniture, woodwork and bric-a-brac.

If planning to store the piano or furniture during the winter season, no better place can be selected than the reliable Suffolk Storage Warehouse Company, whose telephone number is 323 Roxbury.

For the cleaning and thorough repairing of oriental rugs and carpets one will find in the Oriental Rug and Carpet Renovating Works at 100 Boylston street an establishment whose services are intelligent and trustworthy.

G. N. Wood & Co., proprietors of The Enroll Robinson, employ a competent corps of expert workmen in the line of repairing, repolishing and lacquering of brass and iron antiques. This company is centrally located at 39 and 41 Cornhill.

An extensive variety of handsome upholstery and draperies will be found at the Brookline store of L. C. Stevens & Co. This firm also conducts naphtha and vacuum cleaning works.

Solatia M. Taylor at 56 Bromfield street is offering customers a large collection of unique Japanese novelties suitable for holiday gifts. These articles are boxed ready for mailing.

The splendidly equipped and admirably conducted Bureau of Social Requirements at 603 Boylston street is daily providing a comfort to many a Boston matron.

Specialties of this bureau are the dismantling or opening of residences, interior decorating, expert packing, shopping and general marketing.

At the shop of Mme. Weiden, the exclusive corsetiere, at 603-607 Boylston street, the shopper will find superior corsets of perfect style and finish and a line of dainty custom-made underwear.

Slade's powdered nutmeg, which comes in sifting-top tins, proves a satisfactory and conveniently prepared condiment for the seasoning of various dainty dishes.

For smart models and patterns for modistes and for home dressmaking one should visit the Boston office of L'Art de la Mode conducted by Miss Friend at 603 Boylston street.

Mme. Taft's shop, the telephone number of which is 3911-1, Back Bay, is patronized by a host of Boston women who appreciate the advantage of having a gown cut and fitted, ready to finish, at a very reasonable price. Mme. Taft is making a specialty of smart restaurant frocks, the dressy trotteur length, for semi-evening wear.

For \$1.85 the man shopper may obtain at the store of the Leopold Morse Company, Adams square, a handsome fancy vest. There are about 300 of these waistcoats in fancy worsted stripes and checks which represent the \$3 and \$3.50 values, but which are marked for the special sale now in progress at the price above quoted. This enterprising firm is also offering some superior quality men's half hose in blacks, blues, greens, grays and tans at only 15 cents a pair.

In the big oriental stock carried by Walter M. Hatch & Co. at 45 Summer street are a number of beautiful and inexpensive Japanese screens which appeal to those with a sense of the artistic.

Well-kept teeth lend an added charm of beauty to the face, a charm of unmistakable wholesomeness. And such a charm is maintained if Dr. Lyon's perfect tooth powder is employed in the daily brushing of the teeth. This preparation, which has been on the market for many years, has no superior as a dentifrice.

A bottle of the Dorothy Vernon perfume makes a charming addition to the toilet table preparations, a drop of which gives an exquisite touch to the otherwise perfect grooming of "my lady."

Some rare old paintings, beautiful water colors and a line of attractive etchings will be found at 404 Boylston street, the shop of B. Kabatznick.

The business man or woman will discover in Dewey's Simplotter Fountain Pen a device which fills a long felt demand. This self-filling pen is free from leaky joints and proves an essential of comfort to busy stenographers.

The Taylor toilet parlors at 266 West Newton street enjoy the clientele of an exclusive Back Bay element which appreciates the excellence of the work done by this progressive establishment.

Miss Auringer and Mrs. Harris of 9 Park street are showing their women patrons some most aesthetic models in gowns and hats which are thoroughly representative of the latest metropolitan styles.

Herbert W. Burr, the reliable and progressive tailor in the Blake building at room 605, is showing his many customers a choice assortment of handsome winter fabrics for suits and overcoats.

The Great Wardrobe is the name of the establishment conducted by C. H. Frink at 833 State street, Santa Barbara, Cal., where the fair shopper will find a most complete variety of articles of feminine attire.

Miss M. F. Fisk, who conducts the Red Glove Shop at 322 Boylston street, may be called an authority on gloves. Miss Fisk is showing her patrons a very complete assortment of cape, dogskin, glove and Mocha leather gloves in both the lined and unlined makes for men, women, misses and children. This is an interesting shop to visit when shopping for the holidays. Miss Fisk courteously exchanges all gloves on which a mistake in size is made at the time of purchase.

This is the time of the year to decide upon the new gowns for evening and afternoon wear before the holiday festivities and shopping demand so much of one's time. In making a selection one will profit by calling at the parlors of Madame Cairns in the Berkeley building.

One of the choicest and most interesting collections of antiques to be found in Boston is handled by Lee L. Powers at 352 Parker street, off Huntington avenue. In Mr. Powers' collection are rare sideboards, tables, sofas, chairs, beautiful mirrors and a splendid showing of old Sheffield plate.

Madame Parks is holding a millinery sale of all the latest designs in hats in which all women shoppers should be interested. Madame Parks' models, which are extremely stylish, are marked fully 25 per cent less than the general prevailing prices.

## LECTURE

ELMENDORF

TREMONT TEMPLE

Fri, Eve. and Sat. Aft., Next

"EGYPT"

Seats \$1, 25c, 50c. On Sale Now

YOU CAN PLACE MONEY In the Industrial Savings and Loan Company, and know that it is safe, and is where you can obtain it when wanted, and will yield fair earnings for every dollar invested. See our advertisement on page 7, Financial and Industrial Section, and write for full information.

CHRISTMAS W. B. CLARKE

Numbers

English Magazines 26 &amp; 28 Tremont St.

## The Library Alcove

BY SAM WALTER FOSS

THE great American desert that middle-aged men used to study about when they were in the geography class has been wiped off the map. It is possible that the other deserts of the earth will have to go in the same way, and that the class in geography a few generations ahead will know them not. The soil of deserts is said to be extremely fertile and inherently prolific enough to fill the granaries of the world. A mixture of water would change these solitudes of baked dirt into vineyards and wheatfields and olive groves.

Even where water cannot be readily obtained a system of "dry farming" is now coaxing generous crops from soil hitherto considered sterile. Dry farming consists in the conservation of all the moisture there is in the soil and in the air. By this method abundant crops are now grown where formerly nothing but useless cacti and stunted weeds could be produced.

There is an opportunity for "dry farming" in every public library. There are many books considered barren by the general reader—infertile wastes of printed paper producing weeds without any tubers of wisdom at their roots or blossoms of beauty on their stems.

Most public documents, both state and national, stand in corded rows on the stacks of public libraries, and people hasten by them as if hastening through a brookless valley. But there are whole libraries in public documents. Every division of the Dewey classification, philosophy, religion, philology, sociology, natural science, fine arts, useful arts, literature and history come within their range. Scholars, specialists, experts, have devoted painstaking years to their production. The mentality and the lives of many men have been put into these books. There is fertility in them. There is the dynamic possibility of great fruitage. A little "dry farming" is only needed to make these dusty folios sprout forth in generous harvests. Most libraries, however, are not able to hire a "dry" farmer for the purpose. The range of these documents is so wide that only a lifelong specialist can systematize and classify them. There is nothing that frightens the ordinary reference librarian so much as a request for information which can only be found in a public document. There is much need to make a study of dry farming as applied to the waste of public documents, which in most public libraries are uncultivated and largely unproductive.

There are many other books to which the system of "dry farming" should be applied. Somebody has defined the classics as "books which everybody eulogizes and nobody reads." This assertion is too witty to be strictly true, but there is no doubt that the reading public is not getting the good out of the great books of the world that is in them, and which a little "dry farming" would bring out.

The Elizabethan age is often glorified as a period when the human mind came to its highest fruitage and flowering. But what Elizabethan, except Shakespeare is now generally read? Ben Jonson and Marlowe; Bacon, Beaumont, Fletcher and Chapman are read by scholars for the sidelights they throw on Shakespeare. But no popular clamor for these works has yet been heard in public libraries. These contemporaries of the world's great "poet paramount" were themselves great. There were giants on the earth in those days. Shakespeare could not have sprung up among a race of pygmies and dwarfs. He had to feed himself with great companionship. He was a giant; but he walked among contemporary giants who believed themselves to be in the same class with him.

The works of these contemporary giants are well worth looking into. A little dry farming in these neglected fields would result in generous harvests well worth the labor expended. Why not do a little dry farming with Dante? Why talk about him so much and read him so little? Is any one fond of a good novel? Then let him read Homer's "Odyssey," which, considered purely as a novel, a story, is as interesting and absorbing as any of the novels listed among the month's best sellers. Why not do a little dry farming in the wide but, at present, nearly uncultivated domains of Eschylus, Sophocles and Euripides? No one but Shakespeare ever dropped the plummet deeper into human nature than they. They have left large thoughts upon the world. Has the world grown so wise that it cannot find new wisdom in these old thinkers. Why, indeed, should not a public library consider it an important part of its work to induce men to make themselves great by mastering the thoughts of the world's great thinkers appear in the world from time to time, after their thoughts, and only a few hear them. Emerson thought there were only five or six men in any generation who understood Plato; but Plato's work comes daily down through the generations "as if God brought it in his hand" for these five or six men to read.

If only five or six men understand Plato in any generation; if the great poets and philosophers are unread except by an infinitesimal few; if the richest soil of man's intellect seems to the million like a barren and dried-up waste, is there not a call for public libraries to go into dry farming on an extensive scale? Can they not find some way to bring out and conserve the moisture in these seemingly dry old tomes? At any rate the librarian, like a good land agent, can call attention to these wide stretches of seeming sterility and impress upon the public their great productive possibilities.

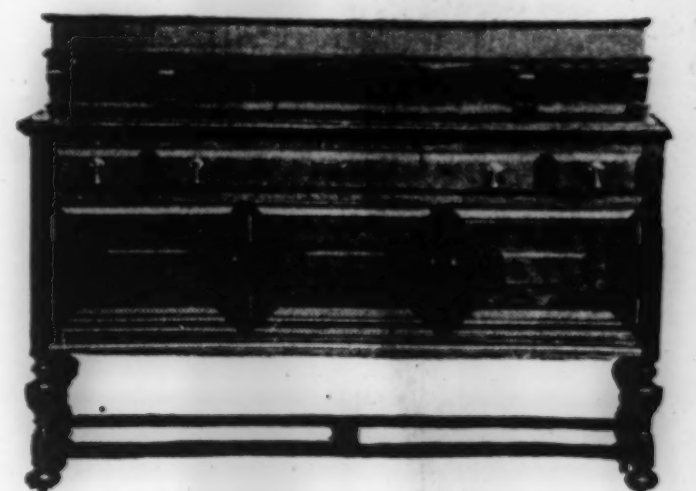
## Paine Furniture Co.

48 Canal Street Between North Station and Haymarket Square

## Dining Room Furniture

A notable exhibition of furniture for the Dining Room occupies an entire floor of our store, and is the largest assortment of Dining Room Furniture in this country.

Dining Table, mahogany, distal base, claw feet	50.00
Serving Table, mahogany, swell front shelf	21.00
China Cabinet, mahogany, mirror back, glass shelves	78.00
Buffet, quartered oak, two linen drawers, two closets	60.00
China Cabinet, mahogany, bent glass ends and door	45.00
Sideboard, mahogany, Colonial pattern, three drawers, two closets	100.00
Dining Chair, mahogany, Colonial pattern, leather seat	7.50
Sideboard, weathered oak, mission style	48.00



Old English Oak Sideboard, representing Dining Room Set of 10 pieces. Price, complete.....\$410.00

## Furniture to Order

Our complete factory enables us to produce fine furniture to order at the lowest cost. We submit sketches and estimates promptly, or quote prices on designs furnished us.

## Colonial Reproductions

Particular attention is invited to our extensive display of Colonial Dining Room Furniture. Many of these pieces are made in our factory and are sold at very low prices.

## ORIENTAL RUGS—DRAPERIES

## Today and Tomorrow

Only Chance to See the Great

## Electric Show

MOST SPECTACULAR EXPOSITION EVER HELD

DON'T MISS SEEING  
The Gorgeous Decorations  
The Grand Lighting Effects  
The Wonderful Exhibits

## Everything Electrical

RITA MARIO and Her Woman's Orchestra

10 a. m. to 1:30 p. m.

Direction Chester I. Campbell

25c. Admits to All

SPECIAL  
Genuine  
Diamonds

In Any Style, 14 K Gold Setting



We offer a quantity of all genuine diamonds with written guarantee, in 14-K gold settings, any style, of average weight shown above, at prices named. This is an unusual opportunity to procure a genuine diamond full of fire, perfectly cut, away below the prices of the "diamond trust" retailers. Each ring is sold with the distinct understanding that if it can be duplicated elsewhere for less than double the price, the money will be refunded.

Ask your jeweller his price per carat for diamonds, and then you will realize what this offer means.

Mail Orders Will Be Filled

We shall also offer the following list of Diamonds, of which we have no duplicates:

Weight.	Special Weight.	Special Price.
1/2	1/2	\$19.00
3/4	3/4	\$28.00
1	1	\$36.00
1 1/4	1 1/4	\$44.00
1 1/2	1 1/2	\$55.00

Jason Weiler  
& Son

Wholesale and Retail Jewellers

Diamond Importers Since 1876

384 Washington St.

Corner of Franklin, up one flight.

Close 6 p. m. daily, 9 Saturday

JOHN J. STEVENS

&amp; CO.

300 BOYLSTON STREET

Ladies', Misses' and Children's

FURNISHINGS

CUSTOM WORK A SPECIALTY

UNIQUE FEATURES OF  
Bell's  
Forkdip  
Chocolates.

- (1) The "centers" are made entirely by automatic machines and are NOT touched by the hand.
- (2) Each chocolate is DIPED with a FORK, NOT with the fingers, the usual way.
- (3) The Fruit Flavors are PURE FRUITS put up without preservative in our own factory.
- (4) The Chocolate Coating is of the richest and highest grade and is flavored with Vanilla Beans.

Better Chocolates cannot be had at any price.

Try them TODAY.

They are sold by many of the best dealers. If your dealer does not carry them, we will send a 1/4 lb. box, express prepaid, for one dollar, or a large box of

Bell's Forkdip Chocolate

After Dinner MINTS

For 60 cents.

If not satisfactory return them and your money will be refunded.

J. S. Bell Confectionery Co.

CAMBRIDGE, MASSACHUSETTS.

ARTISTS' CHRISTMAS CARDS

Calendars and Postal Card Packs

Our well-known Packets are ready, and need only brief mention. First 5 Packs, post-paid, for \$3.85, 10 Packs, post-paid, \$5.50.

No. 1. For 54 cents, 15 Xmas Cards and Novelties.

No. 2. For 54 cents, 10 Fine Cards and Novelties.

No. 3. For \$1.08, 25 Xmas Cards and Novelties.

No. 4. For \$1.08, 10 Fine Postal Cards.

No. 5. For 54 cents, 20 Fine Postal Cards (all different).

No. 6. For \$1.08, 10 Beautiful Calendars.

No. 7. For 54 cents, 5 Booklets and Calendars (all different).

No. 8. For 25 cents, 10 Xmas cards.

No. 9. For 54 cents, 5 Booklets and Calendars.

No. 10. For 54 cents, 25 Sunday-School Cards or 20 Fine Birthday Cards.

NEW NOVELTIES IN PICTURE PUZZLES 25c, 50c, 75c, \$1.00 (add 10c. for postage.)

TEACHERS: For \$1.08, 50 Cards, no two alike.

For 54 cents, 25 Cards, no two alike.

Note Paper sold by the pound; samples 15c.

H. H. CARTER & CO., 5 Ashburton Place, Boston.

Sanford's Perfect Heel Protector

is the only device that prevents top-sid boot heels. Guaranteed to add 50 per cent to the wearing quality of any pair of shoes. Made of Silver Steel, chilled, very durable. Easily applied by any one. We mail a sample pair, with nails, for 10c, or a box containing six pairs of protectors, with nails, a steel chisel, tin gauge, and full instructions for applying, for 50 cts. Agents wanted. Address, Woodman Co., Box 2873, Boston, Mass.



If It's at Morse's It's Correct—If It's Correct It's at Morse's

## Thanksgiving Day

Recognized everywhere as the Easter of Autumn, and calls for your best dress-up togs. Here's where this good store plays such a prominent role by selling just the kind of apparel appropriate for this great day. You may look all over Boston, but it remains for this modern shop to serve your interests best. Better come in today and we'll prove this fact to you. Morse-Made overcoats, suits, trousers and vests for young and mature men, not for Thanksgiving day alone, but for any day or occasion where good clothes are required. Suits and overcoats, \$10 to \$50. Gloves, shirts, neckwear, shoes and hats.

Leonard Morse & Co.

Store will be open tonight—closed tomorrow.

Adams Square

You will please your friends at Christmas

If you give them GLOVES from

Miss M. F. Fisk's  
The Red Glove Shop.  
322 BOYLSTON ST.

## MINIATURE ANTIQUES



The New Toys Educational Quaint

Send 25 cents for Toy Foot Warmer, Trinket Box (Decorated). Free Booklet.

THE BRULEGRAVE CO., 30 Woodland Ave., South Hill, BOSTON, MASS.

## We Can Help You

If you wish anything for Christmas, for now, or for any time, in the line of Bibles, Helps to Bible Study, Books, Pictures, Emblems, Covers, Mottoes, etc., write for catalogue.

Philadelphia Book and Art Exchange  
512 Perry Building, Philadelphia



**Smith Patterson Company**

READY TO MEET ALL DEMANDS  
FOR  
**CHRISTMAS GIFTS**  
IMMENSE STOCK FAIR PRICES  
DIAMONDS WATCHES  
JEWELRY CLOCKS SILVER  
CUT GLASS  
**52 Summer St.**  
WHOLESALE  
AND  
RETAIL

## Opponents for Lynn Mayoralty



**JOHN B. NEWHALL.**  
Nominated by the "Shoe City" Republicans to run against Mayor Rich.



**JAMES E. RICH.**  
Motorman-mayor of Lynn renominated by the Democrats for another term.

## MILLIONS INVOLVED IN GIGANTIC BOSTON REAL ESTATE DEAL

One of Boston's largest single buildings, probably to be occupied by a great department store, will, it is said, soon occupy the larger part of the block bounded by Washington, Summer, Franklin and Hawley streets.

Reports of a large real estate transaction in the heart of the retail district have been going the rounds for some time. It is now stated on the best of authority that the deal has so far progressed that it awaits only the actual arrangement with the underwriters for taking up the various options on the property, which it is stated expire Dec. 1.

The well-known house of Filene is said to be the nominal head of the firm and will occupy the structure and also that the firm of Lee, Higginson & Co. is underwriting the real estate part of the transaction.

The transaction when completed will be one of the largest in the city for a number of years. It will involve more than \$7,000,000, the cost of the property being more than \$5,000,000, the new building being estimated at more than \$2,000,000.

When control of the entire property has been obtained the company will have a long frontage on Washington street alongside the Summer station of the Washington street tunnel, a frontage on Summer street for the whole block ending at Hawley street and a frontage on Hawley street extending from Summer street to the Jones, McDuffee & Stratton Co. building.

The existing structures will be razed and a modern, thoroughly up-to-date building of 11 stories will be erected, designed in every way to meet the requirements of a comprehensive department store. Plans for such a structure are reported to be in existence. It is figured that the real estate company will obtain a sufficient rental from the tenant company to yield a return of approximately 4 1/2 per cent on the investment.

It is also reported that the new structure will be called the Filene building. The property said to be included in the transaction is assessed at \$4,155,000, of which the land is valued at \$3,650,800 and the buildings at \$504,200.

**BOSTONIAN GETS TREASURY POST**  
WASHINGTON—James Freeman Curtis, former assistant district attorney, and once intercollegiate golf champion of the United States, has been chosen assistant secretary of the treasury. Announcement to this effect was made by Secretary MacVeagh, Tuesday.

Mr. Curtis succeeds James B. Reynolds.

**HATTIE LE BLANC TRIAL DEC. 8.**  
WALTHAM, Mass., Nov. 23.—Hattie Le Blanc was arraigned at 10 o'clock this morning in the juvenile court before Judge Enos T. Luce charged with the shooting of Clarence Glover. The defendant waived the reading of the indictment and was held without bail for trial at the East Cambridge district court Dec. 8. She has retained Nathan A. Tufts of Waltham as counsel. She will probably be taken to East Cambridge today.

**PROMOTION FOR POLICE.**  
Police Inspectors John R. McGarr and Ainsley C. Armstrong have been promoted to be captains. Other advancement are those of William J. Sheehan and Thomas F. Goode, Jr., to lieutenants and John W. Pyne, Martin H. King and Michael J. Sullivan to sergeants. All will become effective at roll call this evening.

**MISS FARRAR'S GIFT IN SCHOOL.**  
The Geraldine Farrar Library has been established in the Horace Mann school of Melrose by the school committee as the result of a gift of \$100 by Miss Farrar when she visited the school, of which she is a graduate.

## PRODUCE MARKET

**Arrivals.**  
The steamer Onondaga, from Jacksonville brought 2246 boxes oranges.

The Norfolk steamer due here tomorrow has 900 bags peanuts, 140 barrels sweet potatoes, 3600 boxes oranges.

The steamer Bohemian sailed today for Liverpool taking 14,882 barrels apples. The steamer Sagamore, Boston for Liverpool, with 4719 barrels apples, passed Kinsale today.

**Boston Receipts.**  
Apples 5302 barrels, cranberries 118 barrels, Florida oranges 5824 boxes, California oranges 399 boxes, lemons 349 boxes, California deciduous fruit 4 cars, grapes 8766 baskets, 3700 carriers, peanuts 85 bags, potatoes 7838 bushels, sweet potatoes 930 barrels, onions 1480 bushels.

**New York Fruit News.**  
The steamer Oceania with 3750 boxes Palermo lemons has arrived here. The steamer Duca d'Aosta with 4200 boxes Palermo lemons has arrived.

**Sale Tuesday.**—Six cars California oranges and 2 cars lemons. Market on oranges and lemons was a little easier; 4900 boxes Florida oranges 85¢@83.40, according to quality and condition; 417 boxes Florida grape fruit 81.62 1/2¢@81.40; 1410 boxes Cuban grape fruit, balance of Monday's offering, market ruled lower, 36¢ to 64¢ 81.62 1/2¢@82.25.

About 12,000 boxes lemons ex San Giorgio & Pannofina sold. Market ruled lower. On new fruit, the 3600 were scarce, for which there was an active demand and prices were well sustained; 3600 which were in more liberal supply, were not wanted badly and prices weakened. Verdelli fruit was also lower. The range of prices for new fruit, first choice 3600s 83.37¢@4.25, 3600s 84.12 1/2¢@4.45, second 3600s 83.25¢@3.50, 3600s 83.87 1/2¢@4.12 1/2¢. This fruit showed up very good for color. Verdelli fruit first choice 3600s 83.37 1/2¢@4.30, 3600s 83.50¢@3.62 1/2¢, second 3600s 82.87 1/2¢@3.12 1/2¢, 3600s 82.87 1/2¢@3.37 1/2¢.

There was a good demand for 3600s in Verdelli, while 3600s were neglected; 950 cases Malaga lemons, 84.25¢@4.62 1/2¢ for 4200s; part of the cargo Carolina was sold. Fruit was generally poor and most everything showed more or less decay, bulk of the fruit 82.75¢@3.50, with some better lots 84¢@5.37 1/2¢, one lot 85.75¢. The cargo of the steamer Madonna which was to be sold was put over until Friday, Nov. 26.

**SHIPPING NEWS**  
**PORT OF BOSTON.**  
Few vessels and small fares were the rule at T wharf this morning and the men hustled out the cargoes in quick time as many of them were anxious to start for home to spend Thanksgiving. The arrivals were: Leo with 6000 pounds, Mystery 33,000, Ida S. Brooks 9900, Morning Star 30,000, Massachusetts 3000.

T wharf dealers' prices per hundred weight today: Haddock 83.75¢@5, large cod 84.00¢@4.75, small cod same, large hake 83.25, small hake 81.25, cusk 81.50¢@1.75, pollock 81.75.

**Arrived Today.**  
Powhatan, Ryan, Baltimore via New York, Nov. 23; and passengers to C. H. Maynard; Governor Dingley, Strout, Portland, Me.; City of Gloucester, Lincolnton, Gloucester.

**NOTES.**  
Str City of Bangor, from Bangor, held at Rockland Monday night, in Port, land.

**Sailed Today.**  
Strs Bohemian (Br) Liverpool; Limon, (Br) Kingston, Port Antonio and Port Lamon; Fagertun (Nor.) Newport News.

**WIRELESS REPORTS.**  
Str Prinz Friedrich Wilhelm, Bremen, Southampton and Cherbourg for New York, 433 m e Sandy Hook at 2:30 a m. Dock about 8 a m Thursday.

Str Teutonic, Southampton, Cherbourg and Queenstown for New York, 300 m e Sandy Hook at 2:30 a m. Dock late this evening or 8 a m Thursday.

## Meyer Jonasson & Co.

Tremont and Boylston Sts.

## A Sale of Double Importance

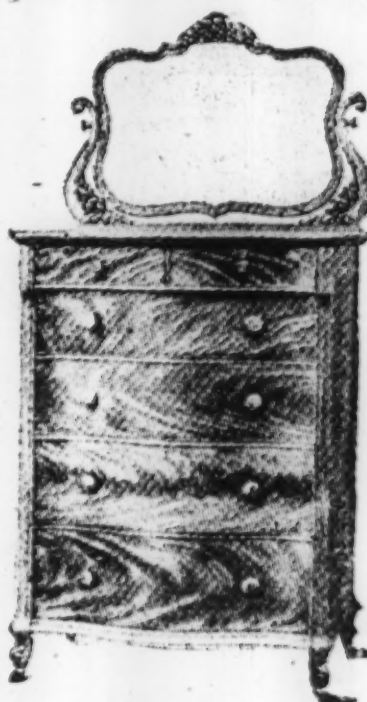
Announcement is made that at 8:30 A. M., Friday, Nov. 26, an unusually important sale will begin. It will be a sale of brand new garments at 1/2 price (made specially in our New York factory for this event) and will also be a general mark down sale.

Former Prices	Reduced to	Former Prices	Reduced to
Suits of Broadcloth and Wool Mixtures..... 25.00 to 32.50	16.50	Tourist Coats..... 17.50	12.75
Suits of Wide Wale Serge and Chevrons..... 25.00	18.75	Tourist Coats..... 23.50	16.50
Suits of Broadcloth and Mannish Mixtures..... 39.50	32.50	Long Black Broadcloth Coats..... 26.50	19.75
Dress and Coat Suits, Broadcloth (3-piece)..... 52.50	42.50	Long Black Broadcloth Coats..... 36.50	25.00
Dress and Coat Suits, Broadcloth (3-piece)..... 62.50	52.50	Long Black Broadcloth Coats..... 46.50	38.50
Dress and Coat Suits, Broadcloth (3-piece)..... 92.50	78.00	Plaid Black Capes..... 29.50	18.75
Princess Diagonal Cloth Dresses..... 22.50	14.50	Cravenette Rain Coats..... 18.50	13.50
Broadcloth Coat Dresses..... 27.50	16.50	Rubber Rain Coats..... 32.50	19.75
Foulard and Moire Dresses..... 25.00	15.00	Long Gray Kersey Coats..... 27.50	19.50
Taffeta Dresses..... 22.50	15.00	Long Covert Cloth Coats..... 22.50	15.00
Lingerie Princess Dresses..... 25.00	13.75	1/2-Length Black Broadcloth Coats..... 24.50	18.50
Velvet Dresses..... 35.00	22.75	Short Black Coats..... 16.50	10.75
		Evening Coats..... 42.50	29.50
		Evening Capes..... 24.50	18.75
Mink Muffs, Plain and Trimmed.. 35.00	24.50	Panama and Mixtures Skirts..... 7.90	5.00
Sable Squirrel Muffs, Heads and Tails..... 21.50	15.50	Imported Broadcloth Skirts..... 15.00	8.90
Fox Muffs, Sable and Isabella Dyed..... 23.50	17.50	Silk Lined Voile Skirts..... 16.75	10.50
Fox Shawls to Match Muffs..... 23.50	17.50	Silk Lined Voile Skirts..... 22.50	13.75
Chinchilla Scarfs..... 35.00	18.50	Taffeta Silk Skirts..... 18.50	10.75
Chinchilla Scarfs..... 50.00	25.00		
Natural Pony Coats..... 88.00	65.00	Taffeta, Messaline and Jersey Waists 5.90	3.95
Natural Pony Coats..... 110.00	82.50	Persian Waists..... 7.50	5.90
Natural Pony Coats..... 133.50	98.00	Chiffon, Crepe-de-Chine and Lace Waists..... 14.50	9.90
		Striped Percale Waists..... 2.00	1.25
		Lingerie Waists, Lace Ruffle..... 2.50	1.95
		Pure Linen Waists..... 4.50	2.75
		Black Silk Petticoats..... 4.00	2.50
		Taffeta Petticoats, Black and Colors 5.50	3.90

Every garment is guaranteed high grade and perfect in all details, the same as if sold at regular prices. Only a partial list of the great values are mentioned above

## THE NAME OF FERDINAND MEANS QUALITY.

Nearly a half century of furniture merchandising has built for this store a reputation that fair dealing and attention to details only can bring.



THIS SOLID MAHOGANY CHIEF—\$115.00

We have the largest display of high-grade brass and iron beds in New England. Ask to see our special November brass bed with 2-in. continuous post construction, bright or satin finish, at \$19.85.

SPECIAL LOW PRICES ON ALL OUR SMALL ORIENTAL RUGS. Send for our November circular just out.

**FRANK FERDINAND, Inc., 2260 Washington St.**  
Near Dudley Street Station, Boston.  
OPEN MONDAY AND SATURDAY EVENINGS.

Str Konig Albert, Naples for New York, 343 m e Sandy Hook 5 a m. Dock 8 a m Thursday.

Str Graf Waldersee, Hamburg for New York, 243 m e Sandy Hook 6:40 a m. Dock 8 a m Thursday.

**MOVEMENTS OF VESSELS.**  
CHATHAM, Nov 24.—Str Massachusetts, New York for Boston, has returned over shoals for anchorage.

NOBKA, Nov 24.—Anchored off, foreign str (probably the Lazio, New York for Boston and Mediterranean ports), another supposed Manhattan, do for Portland; Metropolitan line str, tug Catavissa, Philadelphia for Boston, towing barges Buck Ridge, Boston, Coleraine, Salem, and Lincoln, Newburyport; tug with three light barges.

HULL, Nov 24.—Below, str supposed Onondaga, Jacksonville, Brunswick and Charleston, S C.

HIGHLAND LIGHT, Nov 24.—Passed in, str supposed the Quantico, Philadelphia.

On this particular occasion we beg to call the attention of Monitor readers to our exhibit of bedroom furniture, which consists of an unusually wide range of designs of styles for the cottage as well as the mansion.

THIS SOLID MAHOGANY DRESSER \$115.00

The reputation of our store for the handling of dependable bedding increases daily. We guarantee every mattress or piece of bedding that leaves our store.

Ferdinand's Silk Floss mattress in choice of tickings, \$15.00

FRANK FERDINAND, Inc., 2260 Washington St.  
Near Dudley Street Station, Boston.  
OPEN MONDAY AND SATURDAY EVENINGS.

**Laces For Christmas**

Just what you need for making the numerous articles which every woman knows how to make and which any of your friends will be delighted to receive. Our latest importations were made with special reference to the approaching holiday season. They embrace the daintiest creations of world-famous lace makers (our method of selling laces only by mail).

**FROM IMPORTER TO WEARER DIRECT**

saves you 25 to 50%. We guarantee every article to be exactly as represented and of quality superior to that sold by the ordinary retailer. Exquisite new designs in Baby Irish, Cluny, Torchon, Val, and Mechlin. Also a large assortment of Lace Collars, Table Covers and Bed Spreads. Note the samples here illustrated which serve to indicate some of the beautiful designs of our importations. Money refunded if not satisfactory. Send stamp for samples, showing greatest variety and designs.

IMPORTERS LACE CO., Dept. R  
1 Madison Ave., New York



Any good overcoat—style you want is here for you, ready to wear.

You'll find Hart Schaffner & Marx models exceptionally smart. The all-wool fabrics count in overcoats as well as suits; keep shape better, wear better. You'll be well dressed a long time in these clothes.

**Overcoats, \$20 to \$45**  
**Suits, \$20 to \$35**

**The Continental**  
Boston's Greatest Clothing Store  
Washington, cor. Boylston St.

**SALESMAN FOR Victor Instruments**  
And RECORDS. Buy Direct from Sol. Bloom  
300 Fifth Ave., New York  
142 S. Broad St., Philadelphia  
Opp. Hotel Rudolf, Atlantic City.  
Mail orders solicited. Send for catalogue

**Your Thanksgiving**  
Table may need just a few things from our cut glass or silver department to give it that last touch of elegance.

**SMITH PATTERSON CO.**  
Wholesale and Retail, 57 Summer St., Boston.

**FOUNTAIN PENS W. B. Clarke Co.**  
For Christmas Gifts 26 & 28 Tremont St.

## Among the Hotels

Bradford Hall, Brookline, has in the past year done much to deserve the unstinted praise of a discriminating public. The refurbishing, painting, cleaning made in the hotel during this past summer greatly improved the house. Proprietor A. L. Rice reports the outlook for the winter season as very encouraging.

The Nottingham Hotel, directly facing Copley square, rubbing elbows with Boston's famous public library, at the junction of half a dozen busy thoroughfares, and within one minute's walk of the Trinity Court and Back Bay stations, is one of the most conveniently situated hotels in Boston.

A Copley Square Hotel Thanksgiving dinner is something to anticipate and the actual experience justifies the highest expectations. Amos H. Whipple, the proprietor, comes from a state which seems to have made a specialty of raising good hotel men for certainly New Hampshire has a great record in this respect.

Riverbank Court Hotel on the Cambridge side of Harvard bridge is much in the public eye in view of its facilities for catering to large or small parties. The Dutch room is in demand almost every evening through the season, and Manager Davis is kept busy.

Charles H. Mowry of Boston will manage the Myrtle Bank hotel at Kingston, Jamaica, the coming season; and, speaking of Jamaica, the recent reports of damage done to this island were grossly exaggerated. Kingston newspapers received today confirm this statement, particularly in regard to the hotel property of the Ainslie & Graham company. The coming season at Jamaica promises to be more enjoyable and interesting than ever before.

Hotel men all over the country should keep The Monitor on the file of their reading rooms, and if they care for a substantial increase of desirable patronage they should use the columns of The Monitor to advertise their respective hotels. The readers of this paper—and their name is legion—are not all stay-at-homes. Business and pleasure demand their coming and going. It is obvious they are going to be loyal to the paper and its interests. The Monitor readers are travelers, progressive, wanting the best and willing to pay for it and hotel men should appreciate this fact and take advantage of the situation by keeping their hotels advertised.

**BANKS MAY OPEN NIGHTS.**  
WORCESTER, Mass.—The Worcester Merchants Association will seek to have the banks throughout the city open evenings for a short period before Christmas.



## NEW ALLIES FOR EDUCATION

## Need of More Practical Instruction in Our Schools and the Introduction of the Productive Element.

## INDUSTRIAL COURSE

IT IS said that Froebel held that who ever has learned thoroughly to understand one child has conquered a spot of firm ground on which to rest while he studies the world of children. This axiom is a most practical one for all of us who want to see the schools do the best work they are capable of. And another maxim from the same authority to the effect that there must be sequence, orderly progression and one continuous purpose throughout the entire system of education from the kindergarten to the university, sheds further light on the problem.

We are all, moreover, agreed with this great master of pedagogy that child training should be according to nature: a free spontaneous growth, a development from within, never a prescription from without. And when we come to the summing up of Froebel's ideas, his insisting that the child should be led from the beginning to feel that one life thrills throughout the universe and that he is a part of it, we begin to appreciate the vast similarity, yet comprehensive scope of the task of child training. That we find the details of the problem of considerable complexity and uncertainty shows that we haven't followed Froebel's advice to study the child, to consider his natural instincts, to conform our plans to his needs and powers, that we have tried to deform him to our traditions; and to give him only menial facilities and divided personal attention.

Far too many children do not like school. Are these inharmonious ones systematically studied to find out what is the matter? Are they understood? Do we not generally feel in our hearts that a distaste for school is never wholly the child's fault? And do we not all know that many children who do like school, who stay until their courses are complete are not when they are finally graduated what they should be, what they and we have a right to expect? And is it not generally true that a most disconcerting abrupt change occurs in the life of the student when he steps from the class room into business?

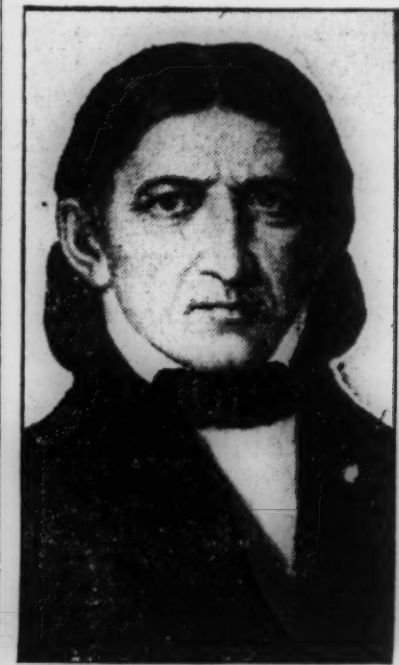
This shows that we do not provide the full extent and orderly progression education should have. It implies a change of educational policy, since demonstrably it is unnatural and therefore not in accord with the principles to which we in theory have subscribed.

Children, it is universally noted, want to be helpful. Their ambition far exceeds their ability, patience and experience. It is much easier to suppress their individuality than it is to cultivate and direct it into self-developing channels. Few parents, fewer teachers, have the time, patience and insight into the principles involved to assist, properly, in the unfolding process. The child is repressed, given "something to keep him busy." The edge is taken off his enthusiasm and confidence, and it remains off, as is generally the case in the latter years of school. How to inculcate patience, persistence, order and obedience to principle in the child without crushing his spontaneity, his faith in himself and his work, and his sense that he is part and portion of the great world about him has not yet been generally learned.

Thus the study of the child today in the light of the principles enunciated at the beginning of this article indicates the need of incorporating an occupational, productive element into education. Manual training, the laboratory method, the business department, and the vocational school are well enough in their way,

but they have no connection with the world's work. The student plays at writing, makes playthings, cooks play meals, keeps toy books and accounts, buys and sells imaginary commodities with stage money. He instinctively feels how the world looks at his efforts to be practical and is grateful if it does not laugh at him.

School runs only a few hours a day for five days a week, and forty weeks or less a year. And this leaves him with a lot of time that the child knows, whenever he thinks, that he cannot make



FREDERIC FROEBEL.  
Famous leader in improved methods for the instruction of the young.

a good use of. He and his parents too, come to regard school as a place where he is to be kept out of mischief even more than where he is to be trained to get into useful activities. Here is another strong appeal for the introduction of the work element productive, paying and paid for into education.

That children at a very early age are able to do useful work is shown by the general child-labor legislation necessary to prevent them from being exploited. Many of us of an older generation, when the world was ordered more simply, worked productively with and for our parents and were all the better for it. But this opportunity exists no longer. Can any phases of modern specialized high pressure industry be adapted to education and occupy children? Can the work be made mutually profitable? This age of consideration of resources has nothing but an affirmative for these questions. Let the schools get ready.

One of the most obvious of time and labor saving changes in the schools is to decrease book work, rote recitation, memory work of all kinds, in short all exercises promoting mere memory proficiency; and to insist on greater accuracy in fundamental operations, in the use of English, composition and arithmetical computations. We shall no longer seek to make encyclopedias and histories and statistical compendiums out of children, as if their opportunity to use and enjoy books of reference and texts were over the moment they leave school. Rather shall we seek to train them where and how to resort easily and quickly and certainly for any desired information, how to glean and shape it up to their immediate purposes, how to keep themselves in touch with what is going on in the world generally as well as in that branch of activity in which they are particularly engaged. Children must be kept fresh and interested and helped to apply something of what they learn as they learn it. Then the proficiency of pupils will be determined from the sort of tests they must encounter when they leave the school rooms. They will be

introduced to the primary matters of city government, food supply, sanitary and police regulations. There are functions in city housekeeping that are badly done or not at all for which children could be given responsibility. There are numerous shop, factory, store and other business activities in which by some modifications children could be given a place and a sort of laboratory method of instruction.

In the school courses even more than in business enterprises above suggested changes and innovations can be made and work principle thereby incorporated into study. Much piece work could be done at the school buildings and the necessary supervision, bookkeeping, inspection, and handling and checking up of material and output would prove invaluable to educate the more advanced pupils in initiative judgment, reasoning and other qualities in which most of them are painfully deficient when they leave school.

Few of us remember any of the things we so laboriously memorized in school. The things to leave us most quickly are those we crammed our minds with to pass an examination. This suggests that the attention given to memory, which is so fleeting, should be put on other things that will stay by us and which we need: that the whole scheme of examinations should be altered. Pupils should be given questions which require intimate knowledge of their textbooks, accuracy and speed in making citations, and judgment as to what will best fit the case in point. They should be allowed to use their books. That is what we have to do with all reference material, documents and statistics and facts in later life. This will save possibly more than half the time now given to school. Interest will fix those things we ought to know. Our accuracy and speed in fundamental operations in mathematics and rudimentary English composition will come quickly when we are stimulated by the practical evidence of our errors and the good examples of others more advanced or more proficient. That is the painful way many a school graduate learns the things he is expected to have mastered long ago, after he goes to work.

If the schools are to make industry a part of the course of study, then industry must be invited and urged to make use of the children under the supervision of those who have the children's education and welfare at heart. The teachers instead of fitting the children vaguely for anything, which in most cases means nothing, will study the unfolding tendencies of the pupils encouraged to express their natural tastes and aptitudes for work. Thus the discouraging experimentation to find out what one can do best will be saved to many. School will perhaps last much longer than it does now. But when pedagogy steps outside the cloister in which she is yet immured she will become a contributing instead of a wholly supported social institution. Then we will not read of fruit and vegetables going to waste while hordes of children who never get a taste of them fresh, are near and idle and would be glad to help harvest them. Who can measure the educational benefits of such trips under the eyes of sufficient persons of discretion to make them of information as well of service?

What could not the children of a city do toward beautifying and making fruitful its waste spaces, if proper correlation with municipal forces were had? And what a wealth of training of the most practical sort could be derived from trips which children might be able to take from the country to the city, or vice versa on money they had earned in helping do useful things for their community. Children could be made to supply many of their own material wants in connection with their school work and as a part of their education. But to do this factories and schools will have to be brought into closer relationship. Indeed the factory, spruced up as it ought to be, may become a school operated to train as well as for gain.

It is dangerous, of course, to offer concrete illustrations of a principle so novel as this of work in education, but it may help to illuminate the subject. The trend of human need is so unmistakably in this direction, this plan seems such a logical working out of the great principles that underlie education, that the illustrations, crude though they are, may be pardoned.

Scholasticism has always gone deep into a mouldy past to get ready for some far off future; it has always postponed the present, what must be done, until often the ability to do it not the inclination, has been all but frittered away. Growth, development, life itself, is nothing if not of the present and vastly more simple than we in all our overhanging systems of human philosophy make of it.

We need to learn, most of all in our schools, the supreme importance of doing nothing that is not worth the doing, and of doing all that we undertake as if this were our last and only chance at it—which too frequently it is. This is the rule of life. We do not do things in the world for the sake of practice, nor with the expectation of reviewing them or doing them over. We haven't time. The habit of doing this in school, of failing to make the first attempt as if it were the final one results in inability to do our best when we must.

Our public schools and those responsible for them and their policies have uniformly been willing to go further and do better for the children than the world has had a right to expect. It should go to school to see what is needed, how it can help, or forever refrain from being disappointed when the output doesn't come up to expectations. Education is too big a subject for any one class of people to do all that must be done to give proper training. That is why it is proposed that business, commerce and industry, should come over and help. Industry should come over and help returns.

Send for This at No Cost to You

PRINCESS MARK

PATENTED AUGUST 18, 1908.

PLACKET FASTENER

Fastens the Skirt

instantly, perfectly and securely. Improves the appearance and will outlast two skirts. Made in Grey, Black, White, Blue and Brown.

PRICE, 25c EACH.

Easily Attached

Perfectly flat, smooth and flexible. Absolutely invisible, even in the sheepest fabrics. Made of the finest quality mercerized tape. Directions with each Fastener.

NO MORE UNSIGHTLY HOOKS AND EYES OR GAPING PLACKETS

OPENS INSTANTLY CLOSSES BY A PULL

REVERSE SIDE

FRONT SIDE

Special Offer to Readers of This Newspaper

WE will send a PRINCESS PLACKET FASTENER on approval to any reader of this paper who asks for it. SEND NO MONEY. Simply send us your name and address and your dealer's name and address. We will send the Fastener direct to your home with a stamped reply envelope. If you decide

to keep the Fastener send us 25 cents in coin or stamps within three days. Or, if after you examine the Fastener you do not wish to keep it, just slip it in the stamped envelope and return it to us. This is absolutely without expense to you. You cannot risk one penny. We count upon your integrity and you are dealing with a reliable house. We know that we have an article of REAL MERIT—one that will appeal to any woman the moment she sees it.

The PRINCESS PLACKET FASTENER is the only practical device for the purpose ever put on the market.

Do Not Fail to Take Advantage of This Remarkable Offer

Be sure to give your dealer's name and address plainly if you write to accept.

REMEMBER, we send the Princess Placket Fastener direct to your home absolutely without your risking one penny.

BOWEN MANUFACTURING CO.

281 Metropolitan Tower, 1 Madison Avenue, New York

## ONCE ONLY A FERRY LANDING, OMAHA TODAY A MIGHTY CITY

Western Market Center Where Immense Numbers of Cattle, Sheep and Hogs and a Vast Amount of Grain Annually Sold—Growth Steady and Rapid.

OMAHA, Neb.—Just an empty ferry landing a little over 50 years ago; today a city with a population of more than 100,000, and with suburbs that make it the business center for 175,000 people—that is the story of Omaha. Only a ferry company, but that ferry company had its dream. And so a young civil engineer named Jones was employed to lay out on paper a pretentious town site. To this proposed city was given the name Omaha from the tribe of Indians that camped upon the adjacent creek. Best of all, the United States postoffice department was persuaded to issue a commission to Mr. Jones as postmaster at Omaha city. He carried the office around in his hat and waited for a city to grow up. The whole story of our great west is the story of leaping imagination finding its goal. The conditions have been such as to make solid reality of what seemed wild and visionary dreams.

This old ferry landing is now occupied by a series of splendid buildings, as witness the Omaha High school, the United States National Bank, the Auditorium, the Douglas County Court House, the Federal Court House and Postoffice, the City Hall and many others.

Omaha is a great market center where millions of head of cattle, hogs and sheep, and thousands of car loads of grain are annually disposed of. Its trans-

portation facilities are excellent, being the center of a network of railroads. Several years ago it reported bank clearings of \$445,896,084. This gives some idea of the immense volume of business that is transacted here.

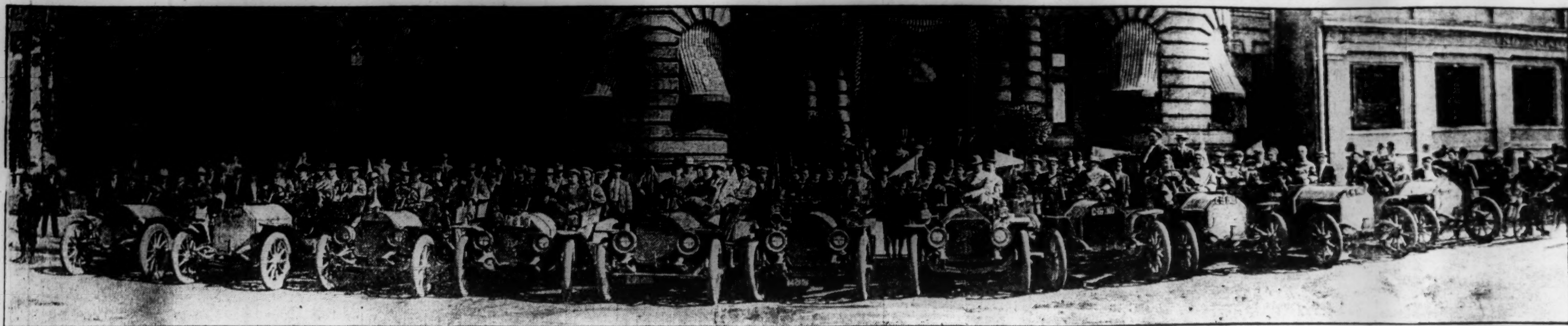
In one year 885 building permits were issued, and this represents a steady growth and not a boom. The real estate transactions for that same year exceeded \$7,000,000 in value.

The Omaha Public Library had its beginning in 1871, when a number of citizens organized a society with the object of establishing a circulating library. The library now has more than 85,000 volumes and connected with it are features of special interest. One of these features is its collection of coins and of rare and precious autograph letters. Another feature is the museum, with its interesting specimens of the art and manufacture of the Indians—Sioux, Pawnee and other tribes, who lived in the vicinity.

Omaha has always given a generous share of her attention to philanthropic and religious activities. This is strikingly shown in the fact that she has four separate Christian Associations—the Young Men's Christian Association, the Young Women's Christian Association, the Scandinavian Young Women's Christian Association, and the Women's Christian Association. These associations are all undenominational and are very active in their work.



# News of the Automobile World Big Premier Convention



SOME OF THE PREMIER AUTOMOBILES THAT ATTENDED THE RECENT CONVENTION OF THAT COMPANY'S AGENTS AT INDIANAPOLIS, IND.

This photograph was taken just after the return of the new Premier cars from French Lick Springs, Ind., to Indianapolis, after they had participated in a 300-mile trip to try out the cars. The 40 delegates from all sections of the country who attended the 1910 convention of Premier distributors were much pleased with the new 1910 model and the huge Premier factory which is located at Indianapolis.

## INCREASED USE OF AMERICAN CARS BY MOTORISTS TOURING IN FRANCE

With the approach of winter and the resulting cessation in motor car touring one of the daily newspapers of Paris has issued a resume of the touring season. By securing the number of trip-licenses or customs passports issued by the various clubs and touring associations and estimating from other sources it is made clear that the present season has seen more Americans touring France than ever before, the paper saying:

"There are so many doorways into France that it is practically impossible to determine accurately the number of automobilists who annually pass through for the purpose of touring over republican highways. Such figures as are available, however, show that the touring season, just closed, brought a larger number of automobile visitors from America and England than any preceding year."

It is estimated in the season's resume, counting six people as an average party, that 24,000 motor car tourists from America and England visit France each year, and this estimate is made the basis for a criticism of a French government proposal for a tax on visiting tourists, the argument being:

"It is not always realized what a valuable asset the American and English tourist is to France. The average automobilist remains one month. The American rarely stops less than six weeks, while the Englishman is satisfied to 'run over' for a much shorter period. The minimum expenditure of a party of touring automobilists is 50

francs a day for each person, this sum representing hotel accommodations, food, upkeep of the automobile and incidentals, but ignoring amounts spent on works of art, presents and other items. On such a basis the 24,000 visitors introduced into France this year by the automobile must have left behind no less than 36,000,000 francs. In view of such a train of gold the proposal of the French government to impose a tax on visiting automobilists appears to be unsound policy."

That the touring clubs that supply information to tourists and the spare parts and information bureaus of American motor car manufacturers have done away with many of the bothers of tourists in former years is shown conclusively by the following extract from the season's resume:

"A feature of the development of foreign touring is the number of Americans who now visit Europe in American automobiles. Everything has been made so simple by the various touring associations that the American automobilist plans for a tour through Europe with as little consideration of difficulties as if he were about to make a run through the Berkshires."

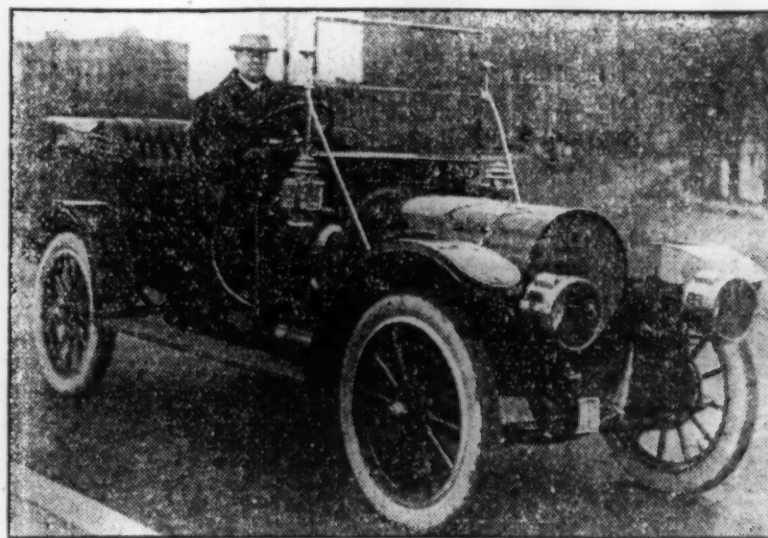
"The extent of this movement is shown by the fact that three leading factories have opened Paris touring bureaus in the last two years. Mr. N. S. Goodsell, in charge of the Pierce-Arrow Motor Car Company's Paris branch, reports 112 automobiles of that make in the first nine months of the year, and an estimate of 125 for the whole year."

## NEW COMPANY TO DEAL IN TRUCKS

There are many business men who have only been waiting for the right kind of truck at the right price to make its appearance before changing their present service for such. While on the present market they have a large list of trucks to choose from, it has been proven on the one hand that the cheaper grade truck is a poor investment and a high grade truck too costly for the average buyer. With the object in view of producing the highest grade truck at a price within the reach of all, a company has been formed known as the United Vehicle Company to manufacture commercial vehicles to suit the purse of any buyer. These men, A. L. Waugh, Frederick Wells and J. G. Macdonald, believe they have a truck for which there will be an enormous demand and judging by the present outlook their belief is justified.

Mr. Waugh has for many years had a practical experience on the mechanical end of various makes and designs of motor vehicles, having built and designed one of the first machines in America. Knowing the large profit made by the middleman he and Mr. Wells have always believed that the only way the public could be offered a high grade truck was to eliminate this extra expense and sell direct from factory to buyer. Mr. Frederick Wells has a great interest in the motor transportation problem and has had experience in various countries. He has found that the planter in the South, the farmer in the West, and the business man in the East, are all waiting for a high grade truck at the right price. The United Vehicle Company believes it has this truck ranging from the half-ton wagon, four-cylinder, 20-horsepower to the five-ton model of

## New 1910 Franklin Model



NEW ENGLAND MANAGER A. B. HENLEY AT WHEEL.

60 horsepower. It is estimated that the first year's output will be 150 machines with the present plant. It is the company's object, however, to acquire really holdings adjoining its present plant and erect a concrete factory with 80,000 square feet of floor space, which will greatly increase the output. Orders have already been booked for several machines and it is believed that the total output for the first year will soon be subscribed for.

Milwaukee will hold its second annual automobile show the week of Feb. 21 to 26. It will be held under the auspices of the Milwaukee Automobile Club.

## PREMIER CAR HAS FINE SCORE

Representatives of the Premier Boston depot, distributors of the Premier car, are very much elated over the magnificent showing made by that car in the Atlanta-New York good roads tour.

"Even though we are becoming quite accustomed to such results," said R. I. Eads of the company, "we are extremely proud of the showing made in this tour. The car was appointed as official representative by the city of Charlotte, N. C., which is the first instance we know of where a motor car has been nominated official boomer of a town. Notwithstanding the fact that the car had previously been driven 25,000 miles (more than double that of any other entry), it finished at the head of its class and with a perfect score. This is the fourth great reliability run in which the Premier has participated this season, in all of which it has finished perfect."

"I certainly am heartily in favor of such contests as these and believe them to be of incalculable value to the maker, the dealer and the individual buyer. To the maker they show the weak points of the car (unless like old Boss Shay it has no weak point); to the dealer it inspires confidence in the makers' ability to build right, and to the buyer it furnishes the best criterion of all perfect performance."

## TIRE ECONOMY RECORD BROKEN

Drives Automobile 8100 Miles Without Changing Tires—One Left on Until the Car Had Covered 11,000 Miles.

The valveless American Simplex exhibition car has recently established one of the greatest records on tire economy ever known. The original set of tires gave the remarkable service of 8100 miles when three shoes were not replaced at all.

## "American Simplex"

is, as it is, to get over it. The work of this character made recently on Common Avenue Hill, when a valveless American Simplex car carrying five passengers ascended the hill on the high gear at the rate of only 11 miles an hour.

## AMERICAN SIMPLEX CO.

261 Dartmouth Street Boston, Mass.

## L. B. NORTON MAKES ASCENT OF MT. WASHINGTON IN AN AUTOMOBILE

"Many large touring automobiles have made the attempt to climb Mt. Washington, but all have failed with the exception of L. B. Norton of Hartford," says the Gleaner (N. H.) Mountaineer, "who went up recently in his big six-cylinder 70-horsepower Thomas automobile," and the account of his trip was one of the most interesting and exciting ever told. The car went up with a load of seven people and about 250 pounds of baggage. Mr. Norton not only climbed the mountain to the usual stopping place at the first landing, but without checking the speed of the car climbed the "28 per cent hill" of about 100 yards up to the second landing, an altitude never before reached by a large touring motor car. The whole trip was accomplished without the necessity of any of the party leaving the car and without injury to the automobile in the least. The altitude is 6300 feet. Mr. Norton had been on an extensive tour combining business and pleasure covering many states and after passing through the mountains they returned to Hartford in their automobile in fast time. Mr. Norton's story of his trip up the mountain is as follows:

The weather in the White mountains was clear, cool and crisp. Looming up above all the other mountains in that White mountain region I could plainly see the top of Mt. Washington, the Tip-Top house, the stage office and other buildings that now survive the Summit house that was burned last year. People on the mountain were flashing mirrors, probably signaling to their friends in the valleys below. Light automobiles have been known to go up Mt. Washington and it occurred to me that the car I was driving, which I think is recognized to be the highest powered automobile built by American manufacturers, would be equal to such a trip in spite of its load of passengers and baggage. Therefore, after consulting with the members of my family, we decided to start and were soon under way over the roads to Pinkham notch.

After arriving at the Glen house we paid the usual toll and secured the usual permit from the Mt. Washington Summit Road Company, and each of us was obliged to sign a release to this company absolving them from all liability or from damage of any kind whatever in case of accident and then we started on our upward trip of eight

miles by that famous old carriage road. The ascent was somewhat exciting and possibly some people would say perilous, but we did not consider it so. Letting down the pawl and ratchet safety device on the rear wheel hubs, a patent used on this make of automobile to prevent any possible backward movement of the car in case the power should give out or brakes should fail, I changed in the first speed and began the climb. For convenience sake mile posts marked the distance on the carriage road, and at the two-mile mark we stopped to let a horse go by. We were in no hurry and took plenty of time. The Half-Way house was reached and afforded a most magnificent view. Here we flashed signals with a mirror to the Glen house below, giving them to understand that we had arrived there safely. A telephone message was also sent to the stage office on the top of the mountain that the largest touring car that was ever on the mountain was on its way up and to keep the road absolutely clear. At the six-mile mark we were above timber line, and nothing but rocks and moss with the blue sky above surrounded us. The road had been badly washed by rains of a few days previous and had not been repaired and between the six and seven mile posts the road runs close to the edge of Jefferson ravine and the Great Gulf, where one can look over the edge down a distance of two or three thousand feet. We assure you the safety device equipped on our car was worth thousands of dollars for if the car backed three feet and our brakes did not hold it would throw us over the precipice."

Here the road has a sort of a cork-screw winding route and with very steep grades, but the trusty 70-horsepower car never faltered. It took everything comfortably. Then began the climb of the last mile, which seemed to be the hardest on the whole route. The scenery all about us was beautiful, and the climb to the top was something which no member of the party will ever forget. The last steep pitch on the regular road was somewhat wet and being without skidding chains in passing this spot the wheels turned like a buzz saw, but finally worked through to dry earth again and on we went, up and around to the east side of the mountain overlooking Tuckerman's ravine, several thousand feet below and still covered by many feet of snow.

# PREMIER The 1910 Car

Premier Superiority Is Not a Matter of Claims but a Matter of Facts

## EFFICIENCY

In the Glidden Tours of 1907, 1908 and 1909, the Premier finished with perfect scores. In the last Glidden Tour two of the five perfect score cars were 1910 Premiers. No other make made an equal showing to that of the Premier in the Glidden Tours of 1907, 1908 and 1909.

## ECONOMY

The Standard Oil Trophy, for the car making the best and most economical use of power and the smallest gasoline consumption—the most rigid contest ever held—was won by the Premier from a field representing all classes of motor cars.

## Power and Endurance

In the Wilkes-Barre Mid-Winter Endurance Run, the most difficult contest held in this country, the Premier was the only car in a field of 32 starters to finish with a perfect score—in absolutely perfect condition. These wins were made by Premier stock cars against other makes of greater horse-power and price.

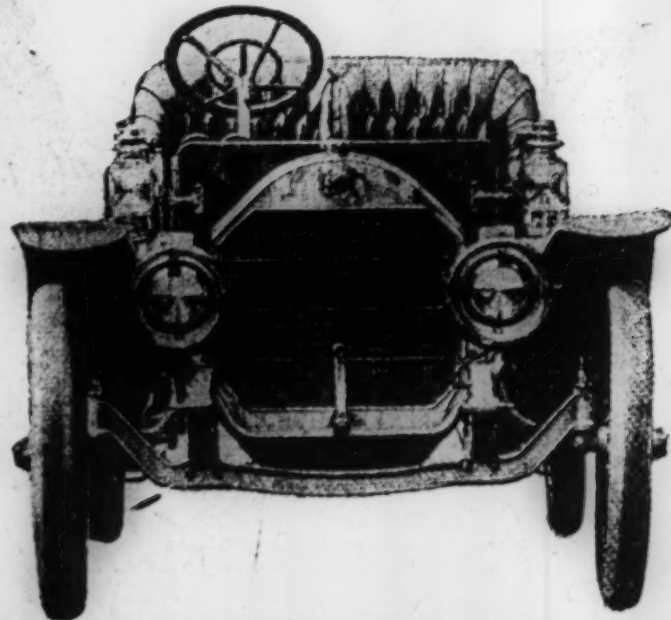
It is past performances like these that prove a car's real worth. No other car, foreign or American made, has achieved so great results in tests involving road ability and all-round efficiency.

## Four-Forty

5-passenger Touring Car.  
Single or Double Roadster.  
The Clubman Tonneauette Car.  
Single Ignition, \$2500.  
Double Ignition, \$2600.

## Six-Sixty

5 or 7-passenger Touring Car.  
Single or Double Roadster.  
The Clubman Tonneauette Car.  
Double Ignition, \$3500.



Premier Motor Car Company

OF NEW ENGLAND

1008 BOYLSTON ST.

Let us show you the Premier record and demonstrate the car to you.

## Wouldn't It Be Nice

To fix up that good old car you have been running all summer, so that the motor wouldn't "knock," or the clutch jerk your head nearly off, or the brakes and springs announce their presence by rattling and banging over every cross-walk?

A Big New Shop, Good Men and a "Square Deal."

## The Martell Motor Car Co.

3368 Washington Street, Jamaica Plain.

We are prepared to build a truck for the business man who knows what he wants—the highest grade truck built on the latest design and of the strongest and lightest material obtainable at the lowest possible cost of production. It is a well-known fact that many business men have withheld ordering a truck to replace their horse service on account of the utter unreliability and upkeep cost of the cheaper trucks now in the market and of the prohibitive cost of a really well built high grade truck. In the UNITED both these objectionable features have been overcome. It is the highest grade truck obtainable.

## THE UNITED TRUCK

THE UNITED VEHICLE CO. Mass. Ave. and State St. Tel. Cambridge 549-2 CAMBRIDGE, MASS.

At a price within the range of all. It has the benefit of years of experience. In it are incorporated all of the good points found in the best trucks of the present day market, with many added features, while the costly mistakes, freak designs and bad features now to be found are eliminated. It combines the maximum carrying capacity and speed with the minimum cost of upkeep. It has a blanket guarantee for one year. It is a great hill climber. It is sold direct from the factory to the buyer, eliminating thereby the middleman's profit of from \$500 to \$2000, which reverts to the purchaser.



# Long Distance Automobile Racing

BOSTON ELECTRIC SHOW HELD  
TO BE THE FINEST EVER GIVEN

LONG DISTANCE AUTO RACING  
HAS DEVELOPED THE INDUSTRY

Exhibitors and Visitors Unite  
in Its Praise—Decorative  
Features the Work of an  
Ohio Man.

The artistic merit of the decorative features of the electric exposition is only fully realized by repeated visits to this most beautiful of all shows ever held in Boston.

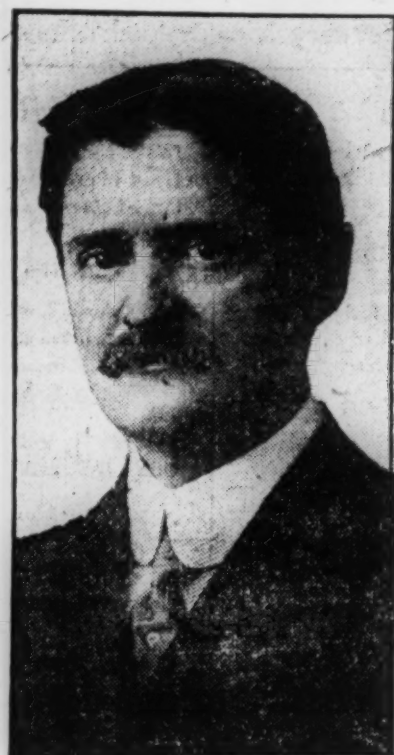
Many striking individual exhibits have been introduced in the city, but for complete general harmony and artistic design the general tenor of remarks of exhibitors and visitors is that the present show is the most elaborate ever held in the country, and must be studied from the ceiling to the floor to be appreciated fully.

The blue ceiling, in soft tones, with thousands of clusters, streamers and portieres of shimmering lights, and the massive electroliers, nearly 12 feet in diameter, so designed as to present great illuminating surface, yet with delicacy of treatment, present a marvelous effect.

The portal gates to the Italian garden of the Edison Company are studies for those of an artistic temperament. Surmounted by magnificently modeled eagles shown in dignified pose, and located immediately in front of the main stairway, they present a striking view.

To the right and left are the sunken water gardens, with electrically lighted lilies, and the octagonal pergolas at the end of the tiled terrace, the velvet covered stairs, the prismatic fountain, with its fluted and twisted columns and giant palms, the open tiled court, with its beautiful Italian painting, 90 feet long, just beyond—all forming a picture long to be remembered. Massive grape foliage on a vine loaded with great clusters of illuminated grapes is twined and pendant from the pergola surrounding the open court and occupying the entire stage.

A view from the stair landing out and across the hall well repays the journey to this vantage point. The high electric shell sounding board in the rear balcony is the point of vision, while all over the floor in well-studied designs are located the great columns d'honneur nearly 15 feet high, fluted and modeled in bold relief and surmounted by holoplane glass globes, diffusing light broadcast. The foliage has been selected by the architect



E. W. CAMPBELL.  
Designer of the decorative features of the Boston Electric Exposition.

in strict accordance with the spirit of the design, and all the designs are grouped or located at just the exact points necessary for an artistic whole. Everything is new and original, and, while even on the first day immense crowds were in attendance, each succeeding day has witnessed a still larger number of visitors, who are unanimous in their expressions of delight at the artistic effects produced.

E. W. Campbell, the architect and designer of the decorative features, is well qualified through long years of study abroad. He has erected many of the finest buildings in and about Cleveland and Elyria, O., and but lately completed one of the finest banks in that part of the country, coming East for this special occasion. He is a brother of Chester I. Campbell, the general manager of the electric show, as well as the automobile show, and has the same genial and magnetic temperament, capacity for unlimited work and great executive ability.

Thousands Watch Glidden  
Tours, Grand Prize and  
Vanderbilt Races Every  
Year.

Endurance runs and long-distance automobile contests have done much toward developing this great manufacturing industry in this country. Not only has it stimulated the manufacturers in their efforts to improve upon the quality of their products until they have developed cars up to the best standards of foreign manufacturers but it has attracted the attention of the general public to the motor car as a means of conveyance.

The first endurance run in this country took place in 1904, being from Boston and New York to St. Louis, and the cars participating in this run took the form of an escort to C. J. Glidden's party which was en route on a great tour of the world.

The trophy was offered as a perpetual one to be competed for annually and to be held by the owner of the machine making the best score for the run.

In 1905, the first year of competition, the run was from Buffalo to the White mountains and return, a distance of 1000 miles. The following year the run was



THE VANDERBILT CUP.  
Famous American trophy.

from Buffalo north to Montreal and Quebec and back through the White mountains, ending at Bretton Woods. The next year came the Cleveland-New York run. In 1908 the tour was from Buffalo to Saratoga and that of the present year was from Detroit to Kansas City, via Denver.

The Glidden tours have been strictly for heavy touring cars and have served to show the utility of the automobile for touring purposes, and any machine that has completed such a tour, whether a prize winner or not, is considered to have completed an exhibition branding it as well worthy the consideration of all.

The Vanderbilt cup contest is the automobile racing classic of this country. Ever since it was first contested for in 1904 the leading drivers and cars have striven for the valuable trophy, and up to last year it had been captured by a foreign make of car. It was with a view to hastening the perfecting of the American made automobile through actual competition with foreign cars that W. K. Vanderbilt donated the cup and that he wisely foresaw the result of such competition was shown by the result of 1908.

The first grand prize race was held in Savannah, Ga., a year ago tomorrow. Nine cars took part in the contest, all be-



THE GRAND PRIZE.  
Handsome \$5000 gold trophy.

## A Positive Automobile Sensation

It's Here

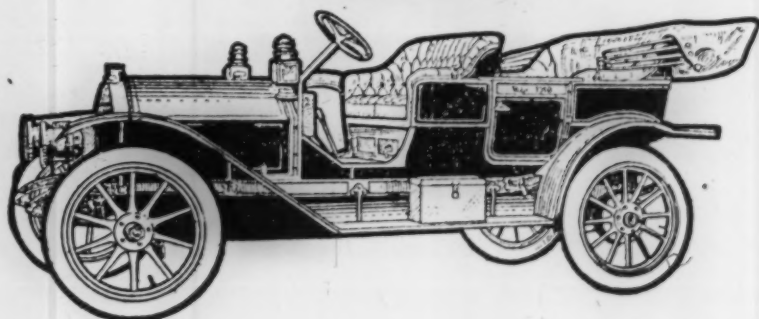
1910

See It

See It

\$1800

One  
Year's  
Guarantee



\$1800

One  
Year's  
Guarantee

More value for the money than any manufacturer has yet offered. And such an equipment. It puts to shame the goods that some manufacturers are offering or exploiting.

See It—Ride In It—It Speaks For Itself—That's All

Corlew-Coughlin Motor Co.

SUDBURY GARAGE 21 HAWKINS ST., BOSTON

Velie 40 will be on exhibition

at our salesroom the entire week.—Appointments may be made now for demonstration after Monday next.

Office Phone Open Thanksgiving Day and  
Three 0 Haymarket Evening

Garage Phone  
2212-4 Haymarket

The "Flash" Auto-Lighter



Automatic Ignition of Head-Lights from the Dash-Board. Coasting Gas Valve and Sparking Switch. Turns on and lights the gas or extinguishes the gas with ONE operation of ONE hand. Call and see demonstration or write for FREE booklet. MOTOR SPECIALTIES CO., Motor Mart, Room 1, Postoffice Building.

ALLEN & SNYDER  
FOR YEARS WITH THE  
Olds -- Berliet -- Rainier  
HAVE OPENED A  
First-Class Automobile Repair Shop  
At 30 and 34 Washington St., Brookline Village.

The Monitor Paper for the Home



THE GLIDDEN TROPHY.  
Famous endurance tour prize.

ing of foreign-make. The event was won by Wagner in a Fiat. It has been decided not to hold a race for it this year. Automobile long-distance racing has become quite popular in Massachusetts during the past two years. The races held over the Merrimack valley course along the Merrimack river at Lowell have been among the best contests held during that time.

### NEW REPAIR SHOP OPENED.

Fred Allen and W. B. Snyder, two of the best known motor operators of this section, men who have engaged successfully in endurance run and track races, have associated themselves in business under the firm name of Allen & Snyder with headquarters at No. 3034 Washington street, Brookline village, where they are carrying on a successful repair shop. They have secured a large building at the above address and are now in a position to do the best of repair work on any and all makes of cars, they personally having had considerable experience with Packards, Oldsmobiles, Berliet, Rainier and other cars. Messrs. Allen & Snyder are numbered among the most expert of local motor repairers.

### ELECT CRAWLEY CAPTAIN.

CHICAGO—At the University of Chicago William Crawley of Pasadena, Cal., was elected captain of the 1910 football team Tuesday. Crawley has played right halfback on the team for two years.

E. T. Slattery Co.

OPPOSITE BOSTON COMMON.

154 & 155 Tremont Street

## More Exceptional Values in the Great November Sales

The tremendous success of the E. T. Slattery Company's series of November Sales inaugurated during the past week prompts them to stimulate the interest by an additional offering for this week. With merchandise of the highest order in quality, fit, workmanship and style and prices lower than at any other time this season—as the following items indicate—there will naturally be a tremendous demand and they cannot guarantee quantities for many are but single pieces and small lots that were so purchased in order to create exclusiveness.

### Women's Suits

Plain Tailored Suits of English mixtures, worsteds, and men's suitings, wide wale and English serges, satin and serge silk lining; full plaited skirts. Were \$35.00, \$40.00, \$48.50 and \$50.00. Now .....	25.00	3-Piece Broadcloth and Serge Suits, trimmings of soutache braid, moire shawl collars, fine satin lining and interlined, also new models in latest importations. Were \$75.00 to \$110.00. Now .....	62.50
Tailored Suits in black, navy, gray and tan broadcloths, serges and homespun. Skinner satin lined and interlined, latest model skirts. Were \$48.50 to \$55.00. Now .....	39.50	3-Piece Model Suit, Cashmere de Soie. Were \$150.00. Now .....	100.00
Plain and Fancy Tailored Suits, velvet collar and plain, in broadcloths, homespun, stripes and wide wale serges. Were \$50.00, \$55.00 and \$57.50. Now .....	45.00	3-Piece Model Serge Suit, soutache trimmed. Were \$110.00. Now .....	72.50
1 Bernard Model Suit. Was \$60.00. Now .....	45.00	3-Piece Model French Broadcloth Suit. Were \$100.00. Now .....	69.50
		2-Piece Model French Broadcloth Suit. Were \$85.00. Now .....	62.50
		1-Costume Suit, velvet and braid trimmed. Were \$85.00. Now .....	62.50

### Misses' and Small Women's Apparel

Misses' and Small Women's Fine Broadcloth Suits, also two-tone diagonal suits, finely tailored coat, Skinner satin lined and interlined, skirts full plaited and yoke plaited models. Value \$35.00. Now .....	25.00	Misses' and Small Women's Three-Piece French Broadcloth Suits, direct copies of Paris models, gown with gold net yoke, braided bodice, the new draped overskirt, long swaggar coat. Value \$100.00. Now .....	78.50
Misses' and Small Women's Chiffon Broadcloth and Diagonal Suits, long semi-fitted coat with low cut shawl collar, moire trimmed, skirt section plaited style. Value \$45.00. Now .....	35.00	Misses' and Small Women's Coat, English material, long coat button high to neck, lined to waist line and yoke lined. Coat suitable for street, auto or storm wear. Value \$25.00. Now .....	20.00
Misses' and Small Women's Three-Piece Broadcloth Suits, the gown braid trimmed with net yoke, braided, coat with shawl collar, braid and button trimmed, messaline lined and interlined. Value \$75.00. Now .....	59.50	Misses' Broadcloth Capes, 42 inches long, lined with self-color messaline and warmly interlined in pink, blue, tan, rose and gray. Value \$25.00. Now .....	16.50
		Misses' party frocks, in chiffon, chiffon cloth, voile and messaline. From \$25.00 up to .....	75.00

### Women's Coats

For Auto and Street Wear in soft warm mixtures, all in best Fall and Winter styles, made especially for the E. T. Slattery Company, and heretofore marked \$29.50 and \$32.50	19.50	50 Coats of dark handsome plaids, soft mixtures with plaid backs in Raglan, Inverness and regular coat styles, full and semi-fitted backs; all in dark rich colors. Were \$35.00 and \$47.50. Now .....	27.50
Evening Coats and Capes in a large variety of styles, white and pastel shades, all richly silk lined and warmly interlined. Plain full capes, Ottoman capes, military capes, shawl sleeve coats, fur collars, etc., all in the most recent styles.	35.00 and upward	Black Cloth Coats of fine black broadcloth, silk lined and interlined, loose and semi-fitted backs for dressy occasions and street wear. Were \$37.50 and \$40.00. Now .....	29.50
		Were \$50.00 and \$55.00. Now .....	35.00

## Extraordinary Values in French and American Made Underwear

Gowns		Combinations	
French Gowns of fine nainsook, hand embroidered. Regular price \$3.00. Now .....	2.00	Combination Drawer and Cover, trimmed with dainty embroidery and lace. Value \$2.95. Now .....	1.95
French Gowns, yoke hand embroidered in eyelet and floral design, high and low neck. Regular price \$3.95. Now .....	2.95	Combination Drawer and Cover, many attractive styles, trimmings of Swiss embroidery and lace. Value \$3.50 and \$4.00. Now .....	2.95
French Gowns, yoke of hand embroidery. Regular price \$5.90. Now .....	3.95	Combination Cover and Skirt, trimmed with tucks, torchon lace and hemstitching. Value \$1.50. Now .....	1.00
French Gowns, a variety of styles, hand embroidered in exquisite floral and eyelet designs. Regular price \$10.00. Now .....	7.50	Combination Skirt and Cover, trimmed with Swiss embroidery. Value \$2.00. Now .....	1.50
Gowns of Nainsook, high and low neck, trimmed with Swiss embroidery and ribbon. Value \$1.50. Now .....	95c	French Drawer and Cover Combination, hand embroidered in thistle design, combined with lace insertion. Regular price \$3.95. Now .....	3.95
Gowns, round, square and empire effects, trimmings of dainty lace, embroidery and ribbon. Value \$2.00 and \$2.50. Now .....	1.50	French Combination, hand embroidered floral and spray design, eyelet beading and ribbon. Regular price \$6.50 and \$7.00. Now .....	4.95
Gowns, a variety of new effects in square neck and empire styles, also high and semi-high neck styles, with long and three-quarter sleeves. Value \$2.50 to \$3.00. Now .....	1.95	French Combination Skirt and Cover, hand embroidered spray design. Regular price \$6.00. Now .....	4.50
		French Combination Cover and Skirt, hand embroidered in thistle design, eyelet beading and ribbon. Regular price \$8.00. Now .....	5.95
Petticoats		Chemise	
White Petticoats, full flounces of beautiful embroidery in a variety of patterns, Swiss embroidery, dust ruffles. Regular price \$5.00. Now .....	3.95	French Chemise with hand embroidered initial. Regular price \$1.90. Now .....	1.50
White Petticoats, deep flounces of dainty lace with wide beading and ribbon. Regular price \$7.00. Now .....	4.95	French Chemise, hand embroidered in floral design, with lace insertion. Regular price \$2.95. Now .....	1.95
French Petticoats, hand embroidered in floral design. Regular price \$3.75. Now .....	2.50	French Chemise, hand embroidered in exquisite floral effects, with hand-made rose petals. Now .....	3.95
French Petticoats, hand embroidered in floral and dotted effects. Regular price \$5.00. Now .....	3.50		



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## Nautical Training School

The autumn examination of applicants for entrance to the Massachusetts Nautical Training School will be held on board the training ship KANGAROO, North End Park, Boston, Saturday, Nov. 27, 1909, at 10 a. m. Application papers and other information can be obtained by addressing Commissioners, Nautical Training School, Room 110, State House, Boston.

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## Musical Notes

THE Boston music season began a little more than six weeks ago with the first Symphony concert. Since then there have been but seven week days without some kind of public musical performance of the first grade.

The Symphony Orchestra has given six concerts, at five of which soloists have appeared. Two of these were important singers of the Metropolitan Opera Company, Mme. Louise Homer, contralto, who assisted at the opening concert, and Miss Geraldine Farrar, an American artist who is striking out new paths in the realm of dramatic soprano singing. The other three Symphony soloists were members of the orchestra: Mr. Warnke, who brought to performance the 'cello concerto of Gustav Strube; Professor Hesse, who showed what a concert master's technique should be by giving an interpretation of Joachim's violin concerto, and Sylvain Noack, the second concert master, who has solved the problem of a uniform, pure tone throughout the range of the violin. Memorable among new works performed in the course of the early concerts was Beethoven's 'Symphony Prologue to a Tragedy,' which with all its modern freedom of harmony is self-contained in sentiment and unified in structure. Mr. Fiedler has evidently made his programs with-out any sacrifice of his own preferences for the supposed preferences of his listeners, and consequently he has conducted every number with that enthusiasm of manner which characterizes him when the music is to his liking.

Vocal recitals thus far this season have been given chiefly by singers of wide reputation; the first to appear was David Bispham, who sang entirely in English and gave especial attention to the works of American composers. Noteworthy among these was Ch. M. Loefler, whose tone allegories were the most carefully applauded of anything on Mr. Bispham's program. George Hamlin, who followed Mr. Bispham, built his program according to the usual formula, but he gave a large share of his attention to English and American songs. Mr. Hamlin adapted his methods of interpretation to his music and to the period when it was written. For Handel he used the method of strict singing, for modern songs the method of declamation. Tilly Koenen and Dr. Wallner, Frederick Hastings, Geraldine Farrar, Schumann-Heink, Sembrich and Blanche Marchesi have appeared and have formed individual ways to declare the best thoughts of the song writers.

Piano recitals have been given by George Copeland, Charles Anthony, Buonamici, Felix Fox and John Crogan Manning, local artists all; Rachmaninoff, whose country, politically, is Russia, but musically is Germany, played his own compositions in a Symphony hall recital and brought a distinct addition to the artistic wealth of the season. Fritz Kreisler with his two violin recitals has called out good-sized audiences who liked the spell of his calm, persuasive style of playing. The Kneisel Quartet gave a concert in Chickering hall and showed their extraordinary accuracy in attack and in phrasing and their skill at blending the tones of the four instruments in passages where harmony was important, also, their skill in individualizing the instruments where melody carried the thought.

There have been two other kinds of musical performance, the Ben Greet plays and Isadora Duncan's dances. The first of these used music to give mood to the "Midsummer Night's Dream" and to help bind the spell that lay on Prospero's enchanted island; the second gave Miss Duncan rhythm for the dances where she created the illusion of Greek maidens at play on the seashore and of ancient priestesses marching in mystic procession.

## STUDENT RECITALS.

At the New England Conservatory of Music, Jordan hall, Friday, Nov. 6, at 8:15 p. m. there will be a concert by advanced students. A recital was given in Steinert hall Tuesday evening by the piano pupils of Fitz H. Smith and the vocal pupils of E. M. Broders.

## NOT APPLICABLE TO ALL CORPORATIONS

WASHINGTON Government officials do not take seriously the statements that many corporations and partnerships of the country will be affected by the decision of the United States circuit court at St. Paul declaring the Standard Oil Company a combination in restraint of trade.

It has been broadly assumed that the decision was of such a blanket nature that all holding companies could be put out of existence under it. This view does not represent the attitude of the administration. Said a man who does represent it:

"The decision of the circuit court is effective and satisfactory as far as it applies to the Standard Oil Company, but notwithstanding this decision every anti-trust case must stand on its own merits. The holding company as a legal entity is not attacked by the decision, and wherever suit is brought to dissolve a holding company the prosecution must prove that the combination is de facto operating in restraint of trade. The decision is extremely important as indicating the possibilities under the Sherman act, but it does not of itself make all trade combinations illegal."

NEW YORK—The Standard Oil Company announces that it has no intention of trying to get an amendment to the Sherman anti-trust law, but will proceed with the appeal to the United States supreme court.

## CHURCH EXERCISES AID GOOD CHEER ON THANKSGIVING DAY

Many of the churches of Boston are to hold union services on Thanksgiving day, while others will conduct services of their own. The services at The First Church of Christ, Scientist, at 10:45 a. m. will consist of the lesson sermon for Thanksgiving day and testimonial appropriate for the occasion.

At the Arlington Street church the congregations of the First Church in Boston, the South Congregational church and the Arlington Street church will join in a Thanksgiving service at 11 a. m. The exercises will include a sermon by the Rev. Dr. Charles G. Ames, pastor of the Church of the Disciples.

The Rev. Dr. Cortland Myers and the Rev. Dr. A. Z. Conrad will address a gathering of the congregations of Tremont Temple and Park Street Church in Tremont Temple at 10:30 o'clock in the forenoon. The services are open to all who care to attend.

Temple Israel, on Commonwealth avenue, will be the scene of a union Thanksgiving service at 11:15 o'clock Thursday morning. The union is between the congregation of the temple and the society of the Second church. This is the fourth time that a union service has been arranged by the Jewish congregation and the members of the old Puritan society, now a Unitarian body, which has recently celebrated its two hundred and sixtieth anniversary. Rabbi Fleischer will conduct the service and the address will be made by the Rev. Thomas Van Ness.

Thanksgiving dinners will be provided by charitable organizations of Boston for thousands of people who otherwise might go without any unusual observance of the occasion.

The Salvation Army is planning to feed 4500 people at Peoples Palace in the South End, notwithstanding the difficulty it has had in getting funds, because of the new regulation which forbids soliciting funds on the street. The members of the army have been allowed to take their stand with their coin boxes on private property, in doorways and at railroad stations.

In the forenoon of Thanksgiving day 2500 baskets each containing a dinner for a family, will be delivered at homes by members of the Salvation Army. At 12:30 p. m. the doors of Peoples Palace will be thrown open and 500 men, women and children will be admitted to partake of the good things, there being room for only this number at one time. These having finished, another 500 will be admitted, and so on until the 4500 have been served.

The Rev. Dr. Frederick B. Allen of the Episcopal City Mission, assisted by five missionaries, will distribute Thanksgiving dinners according to the annual custom, to many deserving people known to the mission.

The Rev. D. W. Waldron, secretary of the City Missionary Society, says that 800 more Thanksgiving dinners will be distributed by his society this year. The 25 visitors connected with the organization have been making a careful canvass of the districts assigned to them and will see that the dinners are sent where they will do the maximum good.

## STEEL DEFENDANT AGAIN ELIMINATED

The Chelmsford Foundry Company and its manager, H. T. Ripley, have been eliminated from the steel case which is now before Judge Harris of the superior criminal court. This makes a total of nine out of 32 defendants on which Special Counsel Hill has asked that the jury be instructed to return a verdict of not guilty.

Arguments for the elimination of others are now going on, but not in the presence of the jury. The argument to the jury will not be reached until Monday.

## BANKS MAY OPEN NIGHTS

WORCESTER, Mass. The Worcester Merchants Association will seek to have the banks throughout the city open evenings for a short period before Christmas.

## BOSTON OPERA HOUSE

HENRY RUSSELL, Managing Director  
TONIGHT  
Mmes. Nielsen, Lewicki, MM. Constantino, Boulogne, Mardones, Puleini, Mogana, Taverchia, Dunstan, Stroscoe, Cond. Conti.  
Extra Performance. I. PALLIACI  
Mme. Lewicki, MM. Gori, Boulogne, Puleini, Stroscoe, Dunstan.  
CAVALLERIA RUSTICANA  
Mmes. Bonissegna, Freeman, Rogers, MM. Lelievre, Formari, Cond. Conti.  
FRILEVE, Nov. 26. DON PASQUALE  
Mme. Nielsen, MM. Bourillon, Puleini, Corsi, Formari, Mogana, Cond. Conti.  
CAVALLERIA RUSTICANA  
Mmes. Bonissegna, Freeman, Rogers, MM. Lelievre, Formari, Cond. Conti.  
SAT. EVE., Nov. 27. LAKME  
Mmes. Lipkowska, Freeman, Puleini, Mogana, Taverchia, Dunstan, Stroscoe, Cond. Luzzatti.  
Mmes. Savage, Maria di Pesa, MM. D'Alessandro, Boulogne, Mardones, Puleini, Mogana, Taverchia, Dunstan, Stroscoe, Cond. Luzzatti.  
SUNDAY EVENING, Nov. 28, at 8.  
Grand opera concert with full orchestra. Cond. Godrich.  
MON. Nov. 29. AIDA  
Mmes. Bonissegna, Chassens, Freeman, MM. Constantino, Archambault, Baklanoff, Mogana, Taverchia, Dunstan, Stroscoe, Cond. Luzzatti.  
WED. EVE., Dec. 1. LA TRAVIATA  
Mmes. Lipkowska, Rogers, Leveroni, MM. Bourillon, Boulogne, Giaccone, Puleini, Dunstan, Puleini, Stroscoe, Cond. Conti.  
Good seats available for every performance. At Box Office or 177 Tremont Street (Eastern Talking Machine Co.)  
JACKSON & HAMLIN PIANOS USED.  
Monday Aft., Nov. 29. Seats ready.  
LAST APPEARANCE OF  
ISADORA DUNCAN  
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### Broadcloth Suits at 25.00

Of imported Clifton Broadcloth. Coats semi-fitting, with the long roll collar, with velvet or more facing. Skirt extra full, cluster plaited effect, with panel front; colors, violet, walnut, mulberry, blue, green and black.

### Broadcloth Suits at 40.00

Of high luster Clifton Broadcloth, coat semi-fitting, strictly man tailored, self-colored linings, inlaid velvet collar; skirt with panel front and back with sectional plaiting, making a very dressy skirt. This suit is in all of the new shades and black.

### Three-Piece Tailored Suits at 48.00

Of Clifton Broadcloth, trimmed with braid, some with lace yoke and sleeves; long semi-fitting coats, beautifully braided and embroidered, self-colored linings, made with the latest shawl collar effect.

### Clearance of Princess Dresses at 12.95

Of imported Broadcloth and French Serge; some fasten in back and on the side; trimmed with braid and embroidery; full side and cluster plaited effect. Values up to 25.00.

### Mixture Coats at 12.50

In light and dark shades, 50 inches long, semi fitted, but toned high at neck, inverted plait at skirt, finished with large buttons, and straps of same material.

### Black Kersey Coats at 15.00

52 in. long, large shawl collar, trimmed with silk and buttons, fitted model.

### Black Broadcloth Coats at 20.00

Semi-fitting model, 52 in. long, shawl collar, trimmed with velvet and braid.

### Black Caracul Cloth Coats at 25.00

Semi-fitting, 52 inches long, large shawl collar, good quality of gray or black satin lining.

### Black Broadcloth Coats at 30.00

Full length, loose and semi-fitting, with large shawl collar of fur. Lined with satin and interlined.

### A Complete Assortment at 25.00

Of Novelty Mixed Coats, 52 inches long, semi-fitting, in all the wanted styles. Shawl and high collars, trimmed in contrasting colors.

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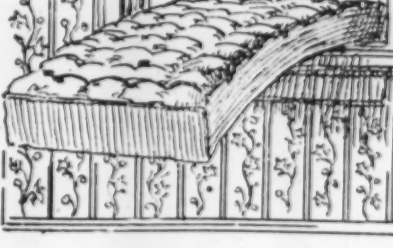
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4 1/2 ft. wide, made in 2 parts. . . 15.00  
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2 1/2 ft. wide, made in one piece. . . 10.00

To induce and establish business in these worthy mattresses we give with the \$15.00 size a \$1.50 white cotton (muslin) slip cover. We also prepay freight east of the Mississippi. Write for samples of Floss and tickings.

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CAPITAL STOCK \$2,200,000.00  
Common Stock Divided as follows: 1,200,000.00  
7% Preferred Stock 1,000,000.00

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M. N. NORTON, Vice-President.  
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WALTER D. GRAND, Treasurer-Grand.  
LAWRENCE RAINUM, L. Rainum & Co., Bankers, 27 Pine St., New York City.

The following letter signed by the President of the Taxi-Service Company explains the purpose of the Company:  
J. O. WALSH & Company, 1 Madison Ave., New York.

The Taxi-Service Company was organized under the laws of New Jersey, in February, 1909, to take over the business of William H. Seach Company, which operated taxicabs and horse-drawn vehicles at the Waldorf-Astoria, Holland House, Hotel Walcott, Seville and Manhattan Hotels. The William H. Seach Company had been operated for over 40 years as a high class livery business.

In April, 1909, this company took over the Hexter Taximeter Cab Company, which operated taxicabs at the Grand Hotel, Belleville, Healy's Restaurant (corner 60th Street and Columbus Avenue) and the Marcelline.

The company has 50 Sedan Taxicabs, 50 American Locomotive Taxicabs, 75 Horses, 200 Horse-drawn Vehicles, of different styles, suitable to operation of this business.

The company leases from Mr. W. H. Seach one of the finest garages and livery stables in the city of New York. It is located at 142 East 31st Street. It is a six story and basement, brick, iron and cement building, thoroughly equipped for the care and repair of both motor and horse-drawn vehicles.

I enclose you herewith a statement showing the capitalization, dividends, gross earnings and expenses of the company for eight and one-half months of its operation, from February 15 to October 1, 1909. I also enclose you a list of the stands at which we are now operating.

The company has paid since its organization dividends at the rate of 7% per annum, or 1 1/2% quarterly, on its preferred stock, which is cumulative and preferred both as to assets and dividends.

The company has paid on its common stock 4% per annum, or 1% quarterly, since its organization, payable February 15, May 15, August 15 and November 15. The depreciation which we have charged to operating expenses is sufficiently large to replace all of the cabs within four years from the date of their purchase. The company has not as yet had the benefit of the best part of the year's business, owing to the fact that the summer months are always dull in this line of business, due to the absence from the city of a great number of people who ordinarily use cabs. Also the better weather which prevails during the summer decreases the business to a certain extent.

The company has not yet received the benefit of its full equipment, as a considerable amount has not as yet been delivered. I conservatively estimate that the operation of this additional equipment will add 40 to 50% to the net earnings.

Yours very truly,  
HARLAN W. WHIPPLE, President.

The following report, rendered by William Dillon & Company, Certified Public Accountants, of 30 Congress St., Boston, Mass., shows the condition of the Company on November 10, 1909.

Mr. H. W. Whipple, President Taxi-Service Company, 334 Fifth Avenue, City.

Dear Sir: I have compiled the following statement of the Taxi-Service Company of New Jersey and certify the same as correct:

**ASSETS**  
EQUIPMENT, consisting of taxicabs, touring cars, horses, carriages, harness, etc., \$1,925,122.58  
CAPITAL STOCK TAXI-SERVICE COMPANY OF NEW JERSEY at par, 100,000.00  
ACCOUNTS RECEIVABLE (GOOD) AND CASH, 60,296.35

Total, \$2,085,418.93  
MORTGAGE BONDS, lien on a part of the equipment, 61,000.00  
ACCOUNTS PAYABLE, 416.70  
CAPITAL STOCK PREFERRED AND ENTITLED TO DIVIDENDS, 250,000.00  
CAPITAL STOCK COMMON, outstanding and entitled to dividends, 1,140,000.00  
SURPLUS, 35,172.23

Total, \$2,085,418.93  
The company has received in net profits from operating 808,857.42 since the commencement of business, February 13, 1909, to October 31, 1909.

It has paid two dividends out of earnings, the first being \$19,456.00, which was at the rate of 7% on Preferred and 4% on Common, and the second was \$21,067.00, being at the same rates.

Yours very truly,  
WM. DILLON, Certified Public Accountant.

From the above report it will be seen that this Company, which has been in operation only eight and one-half months, has made a very remarkable showing, and with approximately only one-half of its equipment in operation. The company operates Taxicabs from the best stands in New York City, which are as follows:

Executive Offices, 334 5th Ave. Station. Waldorf Hotel. Station. Marcelline Hotel.  
Station. Waldorf Astoria. Station. Park Avenue Hotel. Station. Leonard Hotel.  
Station. Holland House. Station. Stratford Hotel. Station. Hermitage Hotel.  
Station. Hotel Seville. Station. Colony Club. Station. Belleville Hotel. Station. New Grand Hotel.  
Station. Healy's Restaurant. Station. 142 East 31st St. Station. 142 East 31st St.

We offer, subject to prior sale, \$250,000 of the preferred stock of this Company at par. This will yield 7% on the investment, and the preferred stock is a first lien upon the assets as well as the earnings of the Company.

THE RIGHT IS GIVEN TO PURCHASE 1/4 SHARE OF COMMON (which pays 4%) AT \$45.00 PER SHARE, with each share of preferred; in other words, 25% of the common is allotted with the preferred at the above price.

By careful perusal of this statement you will observe that this proposition offers an exceptional opportunity for investment. We have investigated the Company and its officers, and recommend the purchase of this stock.

Make all checks, drafts or money orders payable to  
J. O. WALSH & COMPANY  
Municipal and Railroad Bonds. High Grade Industrial Stocks.  
Branch offices 701-709 Marquette Bldg., Chicago, Zurich, Switzerland. ONE MADISON AVENUE, NEW YORK CITY

## NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal active stocks to 2 p. m.:

	Open.	High.	Low.	Last Sale.
Amalgamated	50 1/4	50 3/4	49 3/4	88 1/2
Am Beet Sugar	47 1/4	47 3/4	46 1/4	46 1/2
Am Car & Found	73 3/4	73 3/4	71 1/2	72 1/2
Am Cotton Oil	69	69	69	69
Am Locomotive	61	61	60	60
Am Smelt & Ref	100 1/4	100 3/4	99 1/4	99 3/4
Am S & R pf	111 1/4	111 3/4	111 1/4	111 1/2
Am Sugar	124 1/4	124 3/4	124 1/4	124 1/2
Am Steel Ry new	142 1/4	142 3/4	142 1/4	142 1/2
Am Tel & Tel	142 1/4	142 3/4	142 1/4	142 1/2
Anacosta	50 1/4	50 3/4	49 3/4	49 1/2
Atchafalaya	119 1/4	119 3/4	119 1/4	119 1/2
Atchafalaya pf	104 1/4	104 3/4	104 1/4	104 1/2
Balt & Ohio	115 1/4	115 3/4	115 1/4	115 1/2
Brooklyn Rap Tr	77 1/4	77 3/4	76 1/4	77 1/2
Canadian Pacific	176 1/4	176 3/4	176 1/4	176 1/2
Central Leather	46 1/4	46 3/4	45 1/4	45 1/2
C L pf	108 1/4	108 3/4	108 1/4	108 1/2
Dom Products	22	22	21 1/4	21 1/2
Ches & Ohio	87 1/4	87 3/4	86 1/4	86 1/2
Col Fuel & Iron	47 1/4	47 3/4	46 1/4	46 1/2
Col Southern	55 1/4	55 3/4	55 1/4	55 1/2
Con Gas	150 1/4	150 3/4	149 1/4	150 1/2
Del & Hudson	184 1/4	184 3/4	184 1/4	184 1/2
Den & Rio Grande	47 1/4	47 3/4	46 1/4	46 1/2
Erie	32 1/4	32 3/4	32 1/4	32 1/2
General Electric	161 1/4	161 3/4	160 1/4	160 1/2
Gt Nor pf	141 1/4	141 3/4	141 1/4	141 1/2
Gt Nor Oro pf	80 1/4	80 3/4	80 1/4	80 1/2
Kansas City So	42 1/4	42 3/4	41 1/4	41 1/2
Kansas & Texas	48 1/4	48 3/4	47 1/4	47 1/2
Louis & Nash	151 1/4	151 3/4	151 1/4	151 1/2
Missouri Pacific	69 1/4	69 3/4	68 1/4	68 1/2
Nat Lead	88 1/4	88 3/4	87 1/4	87 1/2
N Y Central	131 1/4	131 3/4	127 1/4	127 1/2
N Y N H & H R	157 1/4	157 3/4	157 1/4	157 1/2
Norfolk & Western	95 1/4	95 3/4	95 1/4	95 1/2
Northern Pac	144 1/4	144 3/4	143 1/4	143 1/2
Northwestern	182 1/4	182 3/4	182 1/4	182 1/2
Ontario & Western	132 1/4	132 3/4	132 1/4	132 1/2
Pennsylvania	132 1/4	132 3/4	131 1/4	131 1/2
People's Gas	114 1/4	114 3/4	113 1/4	113 1/2
Pressed Steel Car	52 1/4	52 3/4	51 1/4	51 1/2
Reading	169 1/4	169 3/4	168 1/4	168 1/2
Republic Steel	47 1/4	47 3/4	46 1/4	46 1/2
Rock Island	38 1/4	38 3/4	38 1/4	38 1/2
R I pf	77 1/4	77 3/4	77 1/4	77 1/2
Sloss-Shef & L	88 1/4	88 3/4	88 1/4	88 1/2
Southern Pacific	128 1/4	128 3/4	128 1/4	128 1/2
Southern Railway	31 1/4	31 3/4	31 1/4	31 1/2
St Paul	155 1/4	155 3/4	154 1/4	154 1/2
Third Ave	19 1/4	19 3/4	19 1/4	19 1/2
Texas Pacific	34 1/4	34 3/4	34 1/4	34 1/2
Union Pacific	201 1/4	201 3/4	200 1/4	200 1/2
U S Rubber	51 1/4	51 3/4	50 1/4	50 1/2
U S Rubber pf	116 1/4	116 3/4	115 1/4	115 1/2
U S Steel	88 1/4	88 3/4	87 1/4	87 1/2
U S Steel pf	125 1/4	125 3/4	124 1/4	124 1/2
Wabash pf	55 1/4	55 3/4	55 1/4	55 1/2
Western Union	78 1/4	78 3/4	78 1/4	78 1/2
Westinghouse	64 1/4	64 3/4	64 1/4	64 1/2
Wisconsin Central	50 1/4	50 3/4	50 1/4	50 1/2

Ex rights.

	Open.	High.	Low.
Am T & T pf	105 1/4	105 3/4	105 1/4
Baltimore & Ohio	99 1/4	99 3/4	99 1/4
Den & Rio Grande	93 1/4	93 3/4	93 1/4
Interboro-Met	82 1/4	82 3/4	82 1/4
Japan 4 1/2	87 1/4	87 3/4	87 1/4
Japan 4 1/2 pf	94 1/4	94 3/4	94 1/4
Japan 4 1/2 pf (new)	93 1/4	93 3/4	93 1/4
N Y City 4 1/2 1909	100 1/4	100 3/4	100 1/4
N Y City 4 1/2 pf	110 1/4	110 3/4	110 1/4
N Y N H & H R pf	99 1/4	99 3/4	99 1/4
N Y N H & H R pf	135 1/4	135 3/4	135 1/4
Penn ex 1915	95 1/4	95 3/4	95 1/4
Rock Island	50 1/4	50 3/4	50 1/4
Rock Island pf	93 1/4	93 3/4	93 1/4
Reading	99 1/4	99 3/4	99 1/4
Union Pacific	97 1/4	97 3/4	97 1/4
Union Pacific pf	114 1/4	114 3/4	114 1/4
U S Steel	104 1/4	104 3/4	104 1/4
U S Steel pf	121 1/4	121 3/4	121 1/4

\*Advance.

## LONDON MARKET—4 P. M.

	Consols.	money.	Decline.
Consols, money	82 1/2	82 1/2	1/8
Consols, account	82 1/2	82 1/2	1/8
Anacosta	119 1/4	119 1/4	1/8
Atchafalaya	104 1/4	104 1/4	1/8
Canadian Pacific	176 1/4	176 1/4	1/8
St. Paul	155 1/4	155 1/4	1/8
Erie	32 1/4	32 1/4	1/8
Erie 1st	48 1/4	48 1/4	1/8
Hillman Central	109 1/4	109 1/4	1/8
Louisville & Nashville	131 1/4	131 1/4	1/8
New York Central	120 1/4	120 1/4	1/8
Pennsylvania	132 1/4	132 1/4	1/8
Reading	169 1/4	169 1/4	1/8
Southern Pacific	128 1/4	128 1/4	1/8
Union Pacific	201 1/4	201 1/4	1/8
U S Steel	88 1/4	88 1/4	1/8
U S Steel pf	121 1/4	121 1/4	1/8

## STOCKS REFLECT AN UNEASINESS AMONG TRADERS

The New York stock market again acted in a hesitating and uncertain way, indicating the feeling of uneasiness apparent among traders regarding the government's future attitude toward corporations. The courts' decision against the Standard Company is practically the only subject discussed among financiers and speculators and is apparently the only market influence at present.

There was moderate activity in New York stocks and some display of strength at the opening. There was renewed selling later and stocks again reacted. This was followed by another advance. The market continued to swing one way and then another very irregularly, but price fluctuations were not violent and trading was on a smaller scale.

Features of the local market were the advances made in Hancock and Mass Mining, both of which were quite strong. The rest of the market was irregular with a tendency to weakness.

## SPELTER PRICE IS ADVANCED

PITTSBURG—A jump of \$25 a ton in the price of spelter, which forms the basis for making galvanized iron, has been announced. There has been a great scarcity of spelter, and the demand for the product has been steadily increasing since the activity in the steel market began.

There is an estimated consumption of spelter for all kinds of galvanizing of 20,000 tons a month in the United States, and by this advance in the cost of material the cost of manufacturing galvanized sheets have been greatly increased. At this time the prices of black sheets and galvanized sheets, are separated by from \$1 to \$1.05 by the hundred pounds.

## BOSTON STOCKS

BOSTON—Following are the opening, high, low and last sales of the active stocks to 2 p. m.:

	Open.	High.	Low.	Last Sale.
Adventure	5 1/4	5 3/4	5 1/4	5 1/2
Anacosta	49 1/4	49 3/4	49 1/4	49 1/2
Arizona Com	44 1/4	44 3/4	44 1/4	44 1/2
Atlantic	11 1/4	11 3/4	11 1/4	11 1/2
Bonanza	55 1/4	55 3/4	55 1/4	55 1/2
Butte Coalition	31 1/4	31 3/4	31 1/4	31 1/2
Calumet & Hecla	105 1/4	105 3/4	105 1/4	105 1/2
Calumet & Hecla	105 1/4	105 3/4	105 1/4	105 1/2
Copper Range	83 1/4	83 3/4	83 1/4	83 1/2
Daily West	9 1/4	9 3/4	9 1/4	9 1/2
Greene-Canaan	12 1/4	12 3/4	12 1/4	12 1/2
La Salle	16 1/4	16 3/4	16 1/4	16 1/2
Mass	6 1/4	6 3/4	6 1/4	6 1/2
Mexico Con	5 1/4	5 3/4	5 1/4	5 1/2
Michigan	6 1/4	6 3/4	6 1/4	6 1/2
Mohawk	63 1/4	63 3/4	63 1/4	63 1/2
Nevada Cons	28 1/4	28 3/4	28 1/4	28 1/2
North Butte	64 1/4	64 3/4	64 1/4	64 1/2
Old Dominion	53 1/4	53 3/4	53 1/4	53 1/2
Oscoda	159 1/4	159 3/4	159 1/4	159 1/2
Parrot	30 1/4	30 3/4	30 1/4	30 1/2
Quincy	87 1/4	87 3/4	87 1/4	87 1/2
Santa Fe	2 1/4	2 3/4	2 1/4	2 1/2
Shannon	16 1/4	16 3/4	16 1/4	16 1/2
Superior Copper	65 1/4	65 3/4	65 1/4	65 1/2
Trinity	11 1/4	11 3/4	11 1/4	11 1/2
Utah Consolidated	47 1/4	47 3/4	46 1/4	46 1/2
Utah Copper	60 1/4	60 3/4	60 1/4	60 1/2
Victoria	3 1/4	3 3/4	3 1/4	3 1/2
Winona	7 1/4	7 3/4	7 1/4	7 1/2
Wyandott	2 1/4	2 3/4	2 1/4	2 1/2

LAND.

St Mary's Land	50	52 1/2	50	52
Wollaston Land	2	2	2	2

RAILROADS.

Boston & Albany	228	230	228	230
Boston Elevated	131	131	131	131
Boston & Worp pf	51	51	51	51
Chicago Junction	154	154	154	154
Chicago Junction pf	118	118	118	118
N Y N H & H R	157 1/2	157 1/2	157 1/2	157 1/2
Old Colony	196 1/4	196 1/4	196 1/4	196 1/2
New Haven	5 1/4	5 3/4	5 1/4	5 1/2

TELEPHONES.

Amer Tel & Tel	142 1/4	143	1
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# JORDAN MARSH CO.

The Acknowledged Headquarters  
For All That's Best In Holiday Goods

## Our Display For the Holidays

Has Been Prepared on a Scale  
of Magnificence Never Before  
Attempted in New England

The immensity of our assortments in our hundred selling departments is beyond description --almost beyond imagination. Yet a huge torrent whose sources reach out to every corner of the globe where mankind produces for mankind and which, absorbing countless tributaries as it flows, grows enormously in volume, is daily pouring into this great store tons upon tons of choicest merchandise to gladden many thousands of New England homes.

### *It's a Prodigal and Fascinating Display Embracing the Holiday Ideals of a Whole World*

Our facilities have been vastly increased through the opening up of two immense floors in our new Annex Building to accommodate Toys, Dolls, Games, Sporting Goods and Christmas Tree Ornaments, enabling us to largely increase the space in many holiday departments without taking away, as in previous years, from staple departments, sought out by many for practical gifts. This means a better display of all the merchandise, an easier handling of customers, more comfort to our patrons and much less crowding and confusion than in former years.

### Our Foreign Holiday Goods

TO obtain first choice in foreign goods—rather than depend on more or less competent importers—we sent abroad 30 of our own buyers—a corps of experts without an equal in foreign buying. We maintain a permanent buying organization in Paris, together with special representatives in London, Berlin, Vienna, Frankfurt, Constantinople—even in Canton, China, and other points in the far East.

No other store in the country is so well equipped to secure foreign merchandise.

### Our Domestic Holiday Goods

THIS store occupies a unique position in the mercantile world—there being no other store of similar size or prestige in its direct trading territory. Therefore, and because, owing to our notably high standard, other merchants look with favor on lines accepted by us, the leading manufacturers of the country usually offer us first choice in New England of their best products.

In this way we secure newest ideas first and obtain control of many lines.

### Experienced, Conscientious Employees

MOST of the annoyances attendant upon Holiday shopping, and largely due to inefficient employees, are eliminated here. Our regular sales force is a well trained organization thoroughly imbued with our principles of courteous, intelligent treatment of customers under all conditions. The extra sales people, for the most part, have been with us on several successive Holiday seasons and have proven their capability. Our packers are skilled in the handling of perishable merchandise, and annoyances due to receipt of damaged articles are reduced to a minimum. Our extraordinary shipping facilities enable us to make deliveries with creditable promptness considering the difficulties of Holiday service.

### Mail Order and Free Delivery Service

THIE thousands of New England people who are unable to come to this store are yet placed in closest touch with our immense resources through our perfected Mail Order System. To properly execute orders received we have a well trained corps of experienced shoppers who are thoroughly familiar with our stocks and who, if you will write us giving full particulars, will get you just what you want.

Purchases of 1.00 or more (heavy housefurnishing goods excepted) we deliver free in Massachusetts. Purchases of 5.00 or more we deliver free in New England. Delivery is at nearest post, express or freight office in remote sections where homes are not reached by common carriers.

## A Marvelous Toyland in Our New Annex Building

To display our Toys, Dolls and Games, we have given over to them the Street Floor and Basement in our new Annex Building—a total floor space of nearly 40,000 square feet, with 100 feet of show windows on Avon street and a like amount on Bedford street—probably the largest toy show rooms in the world. Wide, spacious aisles, plenty of daylight and a perfected ventilating system conduce to make holiday shopping here a pleasure.







## CAPE COD HOLDS THE LEAD IN RAISING CRANBERRIES

Fruit Cultivated in Scattered Sections of the Country—  
Swampy Bog Land Most Suitable—How the Vines  
Are Planted and the Fruit Gathered.



**SORTING THE CRANBERRIES.**

The crop this year to be a large one, it is reported, and the fruit sells at about \$5.50 per barrel wholesale.

(Continued from Page One.)

and the best in quality comes in the fall and winter months, but the last of August or first of September and often until May will find the berries for sale at many places. The most berries come to market during February. The gathering of the crop is carried on expediently and with very little damage to the vines by the use of a scoop having a rake-like edge in front, but otherwise like an ordinary coal shovel.

This fork like scoop is run through the vines allowing the berries to be deposited in the rear solid portion. The first year's crop, however, is usually picked by hand on account of the tenderness of the young vines.

The cranberry crop this year is going

to be a large one, according to some of the largest wholesale dealers in Boston, among whom the firm of W. W. Benjamin, at 26 Mercantile street, ranks first in the volume of business done in this particular line. The quality of the fruit in large lots at wholesale cranberries are bringing \$5.50 per barrel. Figuring 100 quarts to the barrel, the price in large lots is only a shade more than 5 cents per quart. But the purchaser of a few quarts for his Thanksgiving dinner will have to pay possibly as high as 15 cents per quart for the red and yellow berries. This is attributed to the number of hands which the article passes through before it reaches the actual consumer, and all the time at a gradually rising price.

## WORCESTER MILLIONAIRE PROPOSES CHAIN OF HOUSES

WORCESTER, Mass.—Orlando D. Norcross, a millionaire builder of this city who has constructed many of the largest buildings in this country, has come forward with a plan to provide homes for the working man, which if carried out as he proposes will spread independent homes all over New England and even in many sections which have long been ruled by the wealthy real estate owner.

Mr. Norcross urges that the state of Massachusetts, in as far as its jurisdiction goes, stand back of private capital which might be readily raised to the amount of \$5,000,000 to build a chain of homes under basis of return on the money of from 2 1/2 to 3 per cent.

Owners of homes at this price could afford a lot of land, containing from one quarter to one half acre, where could be raised fruit trees and a small garden. The payments on the home need not be over \$18 per month, which would include the taxes and repairs. This would provide a home for every man who pays this amount of rent at the present time and gets nothing for it outside of his temporary shelter.

As an instance of the feasibility of his plan, Mr. Norcross points out that he and his family as well as his son and family,

live on a lot of 1 1/2 acres which yields all the fruit and garden products that they desire.

It is contended by Mr. Norcross that the best talent in the cities should make the plans for the lot, and not leave it to the man who wants to make money out of it to develop as he pleases. He declares that it is no farming proposition, and he thinks that a man should not be given anything. He should work for all he gets, and especially for the improvement of his lot.

"We ought to strive for a continuous village here in New England," declares Mr. Norcross. "The state of Massachusetts should stand back of a popular movement which would form a company with \$1,000,000 capital to build \$3000 homes for the workmen of our congested cities."

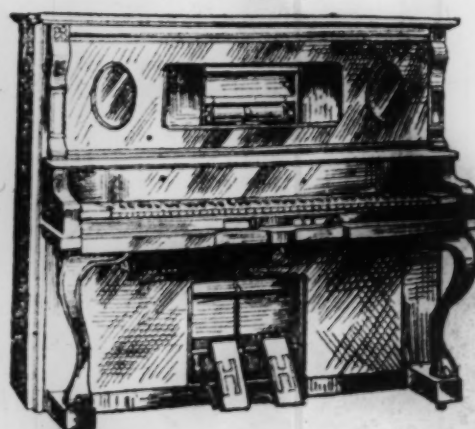
"If the money could be raised by popular subscription \$100,000 should be set aside for contingencies and the rest put into the building of 300 homes at \$3000 apiece. Then these homes can be sold to applicants at payments equal to what the applicants are now paying in rent and insurance. After the return of this money another group of homes should be started."

Nathan Franko Concerts Daily  
Restaurant, 8th Floor.

*Sixty Years Leaders of Fashion*  
**Simpson Crawford Co.**  
SIXTH FLOOR, 19 TO 20 STREET, NEW YORK.

**\$385** Buys This New  
88-Note

**Player-Piano**



Schumann, the Milton and Harmonist Players at lowest prices—on easiest terms.

Pianos at \$190 and up

The Everett, the Melville Clark, the Packard, the Schumann, the Harvard, the McCammon, and Imperial at \$190.

Bear in mind that, Quality considered, we KNOW, or we would not make this claim, that AT THE PRICE the above named pianos and player-pianos are the best that can be found anywhere.

*We guarantee every one of these instruments*

Payments arranged to suit your convenience at the same PRICES as if you paid CASH.  
Music rolls for all players at special prices.

SIMPSON CRAWFORD CO.

## BOSTON LIGHT WAS FIRST LIGHTHOUSE IN THIS COUNTRY

(Continued from Page One.)

same year "the lights were lighted and are burning as they did before they were burned down." In 1751 the house was again burned, and in 1776 when the British evacuated Boston harbor, they blew up the lighthouse.

In November of 1783, under Governor Hancock, a lighthouse was completed, of stone, 75 feet high, including the lantern, which was 15 feet. The diameter at the base was 25 feet, at the top 15 feet; the wall was 7 1/2 feet thick at the bottom and 2 1/2 feet at the top, and the cylindrical opening was 10 feet in diameter for the stairs. The lantern was made up of four lamps with four burners to each lamp, which held a gallon of oil apiece.

On June 10, 1790, the lighthouse was ceded to the United States government.

In 1856 a new lighting apparatus was installed, consisting of 14 21 inch reflectors to illumine an area of 16 square miles, and was considered as one of the best on the Atlantic coast. In January, 1860, the tower was raised to a height of 98 feet and the lantern was newly equipped with revolving illuminating apparatus. In clear weather Boston light will penetrate 15 1/2 nautical miles.

The keeper of the light must tend it carefully, keep it burning steadily from sunset to sunrise, and in thick weather blow the fog whistle. He must keep the lenses of the lamps and the glass scrupulously clean, so as to throw out on to the sea a beam of light of maximum power, and he must watch through the night lest the lamps grow dim or go out.

The life of a lighthouse keeper is not so monotonous as one might think. He finds much to interest him in the ships of all nations which pass by him as he stands at the entrance of a great seaport.

## WIRELESS STATION FOR "TECH" ON THE WALKER BUILDING

(Continued from Page One.)

Edward Guilford, the vice-president of the club, has a station in Winchester which is practically as powerful as the one owned by Moore, while several of the other members have stations in their homes.

Moore is considered an authority on the subject, in spite of his youth. At the age of 16 he published a book on "Wire and Wireless Telegraphy," of which the first edition of 1000 copies was exhausted in a few weeks. He is now working on a book to be published in a year or more, which will take in all the results of experiments he has made, covering a period of five years. In his work he has secured the cooperation of the Navy Yard at Charlestown and the heads of all the large wireless concerns in the vicinity, on account of his desire to help out the study of wireless telegraphy without interfering with other people's messages.

The following committee will draw up the plans and do the actual work of designing the wireless station for the Institute: Edward H. Guilford of Winchester, Edward M. Mason of Winchester, Henry D. Kemp of Rosindale, and Prof. Charles R. Cross of Technology.

The station will have a transmitting capacity of about 600 miles, and will be equipped with a 3 kilowatt transmitter, and will be able to receive messages from a distance of 1500 miles, thus making it the most powerful non-professional station in the country. Professor Cross expects that the results obtained by testing the value of the different kinds of apparatus in regard to efficiency and general worth will be of the greatest value to the scientific world in general. It is planned as a side issue to give The Tech, the student daily, athletic news by wireless. General news items, however, will not be touched, as interference with other companies is not the purpose of the organization.

President Macbarrin and Dean Burton have expressed themselves in favor of the movement, and think that it will be of immense value to the Institute to have the station put up.

At the end of each term a journal of the society will be published.

**Torrey, Bright & Capen Co.**

CARPETS

**English Wiltons  
English Brussels**

An UNLIMITED RANGE in  
SPECIAL DESIGNS and COLORS  
INSPECTION INVITED

**Torrey, Bright & Capen Co.**

348-350 Washington Street Boston Mass.

WE MAKE A SPECIALTY OF ORIENTAL AND DOMESTIC RUGS

Music Daily, 12 to 2

In Restaurant, 5th Floor

**HENRY SIEGEL CO.**

Washington and Essex Sts., Boston, Mass. Only Strictly Fireproof Store

\$4,000 for Charity

Donated by Henry Siegel Co.  
Write name of Charity you  
favor on back of sales slips  
and deposit in Ballot Box,  
Second Floor, or mail to us.

To all of our Out-of-Town Customers and all others living in other States or Cities  
We extend a cordial invitation to visit our store when in Boston. We ship merchandise to all parts of America. Those desiring to order by mail can safely entrust their orders with our experts and we guarantee satisfactory selections in every instance. To those not familiar with our store we desire to state that we have all departments known to the modern department store. Correspondence is invited and will be answered by personal letter.

**50,000 Announcements Mailed for This Sale**

If you did not receive one we would be pleased to place your name on the list. Charge accounts solicited.

## ORIENTAL RUGS

This is in a sense a Removal Sale, as the entire Rug, Carpet and Linoleum Sections must move to the Fourth Floor within a few days, in order to make room for Holiday Goods. The space on the Fourth Floor is too small to accommodate our present immense stock. It must be reduced immediately, and we have ordered the sale of

**\$100,000 Worth of Oriental Rugs at 66 2/3 c on the Dollar**

A Rare Opportunity to Buy the Finest of All Christmas Gifts—An Oriental Rug

We make a specialty of Oriental Rugs. We are the largest Importers, Wholesalers and Retailers in America. Our regular prices are the lowest. Our qualities are the highest. Thus when we quote these prices today they must command more than passing interest.

Rugs in this sale  
for Hotels, Institutions  
and Offices

**\$175.00 to \$250.00 9x12 Persian Mahal Rugs**

Large and small figures, in subdued rich colors, such as dull reds, ivories, tans, soft blues etc. Typical Persian appearance. Unique in every detail. A number having a sheen like silk. **\$148**

**\$200.00 to \$275.00 Ghorewan or Serapi Rugs**

Size about 9x12 and 10x13. Extremely heavy in addition to being closely woven, geometrical figures. Prevailing colors are soft rose shades, tans, ivories, ecru, subdued shades of blue. **\$167**

**High Grade Turkish Oushak, Kirman, Demardjie or Bahndure Rugs**

Ranging in size from 6x9, 8x10, 8x11, 12x9 and 10x13. In dark rich colors. Old-fashioned colors.

Lot 1, size 6x9 up to 6.6x **\$28**

Lot 2, size 8x10, regular **\$60**

Lot 3, size 9x12 up to 10x **\$95**

**\$58.50 Each for \$95 to \$125**

Cashmere or Soumaks

Size about 10x8. For color and design there is no rug brought from the Orient more popular or has such an exceedingly Oriental appearance.

**\$4.75 Each for \$7 to \$8**

Hammadan Rugs

100 Hammadan Rugs, size 2x3, and some larger. \$7.00, \$8.00 and \$9.00 is the regular price for these rugs. Special Monday at \$4.75.

**\$24.50 Each for \$45 to \$50**

Hall Runner Rugs

9 to 12 ft. long, small figured Persians and many others from the interior of Persia, mostly antiques. Slightly damaged. Easily repaired.

**\$18.40 Each for \$24 to \$30**

Persian Mossoul Rugs

Old-fashioned Persian Mossouls. Prevailing colors are dull tans, ivories, soft blues, etc., 3 to 3.8 wide and 5 1/2 to 6 and 7 feet long.

**\$50.00 to \$70.00 RUGS**

Sizes 3 1/2 ft. to 4 1/2 ft. wide and 5 to 8 ft. long

Persian Irans  
Caucasian Kazaks  
Persian Kurdistans  
Special, each

**\$34.50**

**High Grade Persian Rugs**

70 high-grade Persian Rugs, including Persian Kirman, Persian Meshed or Khorassan, and some wonderfully fine Royal Sarouks. The prevailing colors are the soft dull shades suitable for drawing rooms, in the pastel tones. Others dark rich rose shades with unusual Persian designs. Values range from \$350.00 up to \$550.00.

Size 13.6x10—at \$195

Size 12.8x8.3—at \$290

**\$20.00 to \$26.00 RUGS**

Sizes 3 to 3 1/2 ft. wide and 4 to 6 ft. long

Karabagh Rugs  
Gheundje Rugs  
Kazakias Rugs  
Kurdish Rugs

**\$14.50**

**Miscellaneous Single Rugs**

Rug	Size	Value	Sale Price
Royal Meshed or Khorassan	10x13-4	\$450.00	\$300.00
Imperial Kirmanshah	14x10	450.00	290.00
Royal Sarouk, about	12x9	425.00	300.00
Royal Meshed	12-8x9	400.00	190.00
Turkish Oushak	8-10x9.10	175.00	70.00
Turkish Bahndure	10-4x13-6	175.00	100.00
Turkish Rug	10-1x8	100.00	68.00

HENRY SIEGEL CO., Third Floor, Hayward Place Side

## MARYLAND GUNS WIN RARE TROPHY

Secretary Meyer Announces  
That Men of the Big  
Cruiser Are Entitled to  
Marksmanship Prize.

SPOKANE, Wash.—George Von L. Meyer, secretary of the navy, has advised Levi Grant Monroe, secretary of the Spokane Chamber of Commerce, that the massive silver trophy presented by that organization has been awarded to the United States ship Maryland, which attained with its turret guns a score higher than any other vessel in the navy.

The Tennessee of the Pacific squadron won the trophy last year in a lively competition off the coast of California, when David T. Ham, first vice-president of the Chamber of Commerce, made the presentation. During the recent contest the Washington appeared to be in the running to capture the prize, having defeated the Tennessee; but the full reports from the Atlantic squadron showed that the Maryland had the best gunners.

The trophy, a large cup supported by guns and by sailors in action, is composed of 400 ounces of silver and gold. It is offered for competition yearly, and remains the property of the winning ship until it is defeated.

## Overcoats

**G**REAT, big, stylish models with broad, square shoulders, cut full length. Regular, military or convertible styles in the handsomest Scotch effects you ever saw; also a splendid lot of oxford mixtures.

Ask to see "Presto," a perfect patent collar, on a "Boston Made" model. Don't that interest you, you who know the style and worth of "Boston Made" overcoats in rich Scotch effects and oxford mixtures.

**\$15 \$20 \$25**

**Men's Overcoats**—Fabrics purchased at a decided advantage by us and made up into regular styles, military styles, Harvard styles—long, loose, boxy effects—strictly high grade fabrics. A positive saving of \$5.00 on each coat. **\$9.50**

**Men's Overcoats**—Fabrics purchased at a decided advantage by us and made up into same models as above—come in fancy coatings—newest weaves and patterns. A saving of \$5.00 on each coat. **\$12.50**

**Men's Overcoats**—Fabrics purchased at a decided saving by us and made up into the swellest lot of garments you ever saw at the price; kerseys, oxfords, fancy scotches. A saving of \$5.00 to \$8.00 on each coat. **\$15.00**

**Men's Overcoats**—Fabrics purchased by us at a decided advantage and made into fine, dressy models, all styles—all high class, and coats you'll appreciate—kerseys, oxfords, fancy coatings, etc. A saving of \$5.00 to \$8.00 on each coat. **\$20.00**

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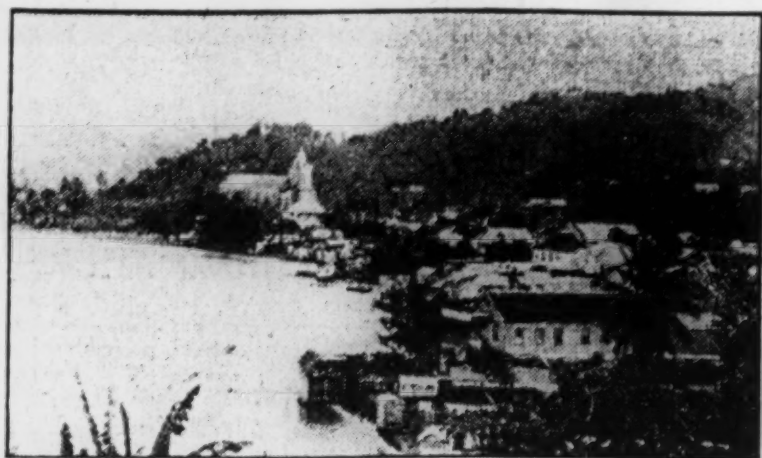


## Jamaica--Its Past, Present and Future

By E. R. Grabow.

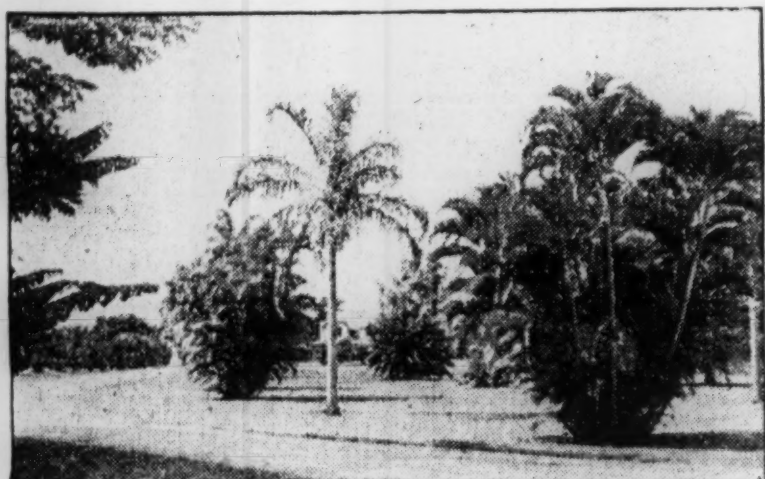
JAMAICA, the "Isle of Sunshine," the garden spot of the southern seas, is described by a modern writer as "one of the fairest countries for beauty in the habitable earth, the brightest jewel in the British crown, and the gem of the Antilles." And this is not saying too much, for Jamaica is a land of miniature loveliness. Her attractions, however, are not all tropical, for the contour of the island is so varied by extensive mountain ranges and chains of lofty peaks, that almost every temperature and its accompanying form of vegetation can be enjoyed.

Jamaica lies directly south of the eastern extremity of Cuba and about the same distance west from Hayti and San Domingo. It is about 1600 miles distant from Boston, and the sea voyage usually consumes five days. Jamaica is not a large country, its area being only a little more than 4000 square miles. Its ex-



PORT ANTONIO, EAST HARBOR, JAMAICA.

Port Antonio is the most important town on the north side of the island, which has been termed the "Isle of Sunshine."



HOPE GARDENS, NEAR KINGSTON, JAMAICA.

A great variety of plants may be seen at these gardens, which are partly laid out as an agricultural experiment station.

tre length is about 144 miles, extreme width 49 miles, and its coast line includes 550 miles.

During the Spanish-American war Port Antonio, which is the most important town on the north side of the island and the headquarters of the United Fruit Company in Jamaica, was the United States cable station for the American warships, the distance across the channel from Santiago de Cuba being easily traversed in a night.

The north coast of Jamaica has been associated with two other events which have been interesting in the world's history. In 1494, when Columbus was on his second voyage of discovery in the new world and after he had visited Cuba and Hayti, which he had discovered on his first homeward voyage, he sailed south and landed at a place which he named Santa Gloria, on account of its extreme beauty, and here took possession of the island in the name of Spain. Today this locality is supposed to be St. Ann's Bay. One hundred and sixty years later, the island was extricated from the grasp of Spain by Admirals Penn and Venables, who won it for England, and from that time, 1655, until now, the people have been under the protection of the British flag. In this conflict the closing scene of Spanish supremacy took place at Runaway Bay, a few miles to the eastward of Santa Gloria. Here the Spaniards made their final resistance and Don Sasi, the last of the Spanish governors, made his escape in a canoe and fled to Cuba. Under the beneficent guidance of England, the natural resources of the country began gradually to be developed, a general peace reigned, prosperity followed, and a brief period of luxury, splendor and romance tinged the history of the closing days of the 18th century.

The principal cities of the island are Kingston, Port Antonio, Montego Bay, Falmouth, Savannah La Mar and Spanish Town, and the population is about 850,000. Of this number the plantation

owners, merchants and men of affairs are found largely among the English, Scotch and American residents, while the laboring class, especially those employed on the plantations and penins are East Indian coolies who are brought over for a term of years and then may return, or remain in the island and enjoy their freedom.

The coolies are very industrious and frugal, faithful in the extreme, and very clannish. They cling firmly to their home customs and curious garb of the East, the women particularly attracting much attention from visitors on account of their bright-lined garments, handsome silk or gauze head drapery, and their wonderful display of gold and silver ornaments. As a whole, the people of Jamaica are hospitable, progressive, zealous, and reasonably proud. And well may they have a pride in their land and their achievements. The marvelous manner in which the people of Kingston have risen above the calamity which destroyed the business portion of their city three years ago is a parallel of the history of the rebuilding of our own western metropolis, San Francisco. Kingston, with its 64,000 people, has overcome the most discouraging conditions and today through the energy, courage and unceasing endeavors of the islanders, this city is being entirely remodelled. Its new buildings are substantial, ornamental, and quite as pretentious as those of other cities of like importance in the states.

The Jamaicans take a deep interest in the governmental affairs of the island, the chief executive being the colonial governor, who is appointed by the king and holds office generally for six years. His advisory board is the privy council composed of members named by the king but the legislative council, parochial boards, and public officials are elected by the people. The government controls the railways and telegraphs, provides government savings banks, maintains the public highways, and supports the public

botanic gardens. These gardens represent an immense outlay of money, which has been used in obtaining almost every imaginable species of tropical plant life and in providing the workmanship for their cultivation and skillful arrangement. At Hope Gardens, which are partly laid out as an agricultural experiment station, there are large nurseries containing such plants as cocoa, citrus, rubber, vanilla, and others bearing bananas, pineapples, mangoes, oranges, coffee, tea, ginger, etc.

In Jamaica the variegated collars, poinsettias, begonias, and other hot house plants grow by the wayside and the multicolored crotons, which of late years have been used for ornamental borders in the Boston public gardens, abound everywhere in this land of sunshine and showers. Hovering near by as you stop to admire these radiant emblems of nature are humming birds and birds of paradise with their lovely and graceful plumage.

And all of this can be enjoyed from January to December, for there is no snow to chill, no frost to blast this wonderful tropical growth. The temperature varies but little the year around, perhaps fifteen degrees. The winter on the coast is like the most delightful part of a northern summer, the heat of the day being tempered by the trade winds, while the nights are cool, owing to the breeze which comes from the mountains.

Traveling in this well regulated community is a delight, whether by rail or by road, by buggy or automobile. Jamaica has been termed the motorist's paradise, for here the choicest coast scenery and widest and most picturesque mountain passes are accessible, as the roads are under government supervision and in a constant state of repair. Typical scenes and industries greet the tourist all along the road. On the north coast there are cane fields and vast sugar estates, also orange groves; grazing pens abound through the central portion, while on the south side is the vast mineral wealth of Clarendon. Each parish has its full quota of banana and coconut plantations, so that a ride through any section will reveal the bountiful wealth of supply for foreign markets.

Irrigating canals similar to those in southern California are reclaiming the waste places and increasing the output of bananas in the more fertile sections. There is hardly any progressive work in the temperate zone which does not find some representation among our southern neighbors.

The development of the Canal Zone is unfolding new possibilities in these productive countries nearer the equator and commerce on the high seas here reigns supreme. H. McKendrick Cornish in Dunn's Review says: "Does the commercial world realize the importance of establishing a trade relationship with this island of Jamaica? Does it realize that the business in imports and exports averages something like \$5,250,000? Are the firms of America and Canada getting their share of this business?"

Tourists will never find life monotonous in Jamaica, for it is a land of modern resources and past history, the relics of earlier centuries showing the culture which existed there long before the colonies made their final struggle for independence in our own United States. In 1835 the most pretentious resort hotel in the entire world was built at Charles-town on the island of Nevis at a cost of \$500,000. The ruins of this famous hostelry are among the many interesting things now to be seen on a cruise among the West Indies.

The island of Jamaica is thoroughly abreast of the times in providing comfortable and modern hostelries for its own demands and those of foreigners.

The Hotel Titchfield at Port Antonio, the new Myrtle Bank at Kingston, and the Constant Spring Hotel situated in the foot hills of St. Andrew, are as large and fully equipped as any resort hotels in the states, while the Osborne at St. Ann's, and other hotels at Montego Bay, Moneague, Spanish Town and Mandeville are well adapted to cater to the requirements of tourists in the tropics.

The ocean voyage to Jamaica can be made in large and commodious ships sailing from New York, Philadelphia and other large seaport cities or the trip may be taken via Florida, Key West and across Cuba. Europeans who are surprised with the conventionalities of life in the old world are exploiting South America, the Spanish Main, and enjoying the simple life of the little English colony within whose borders peace and prosperity reign—Jamaica—and why should not Americans extend the line of their horizon in this direction also?

The past and present of this country amply justify the recent words of His Grace, Archbishop Nuttall: "I have never lost faith in Jamaica's commercial future. The island is financially stronger than ever it was."



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We make a specialty of fine scissors and guarantee every pair.



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81521 Sterling Silver Tape Measure, 36 inches, shown half size.....50c  
2975 Pocket Fruit Knife, 3 inches long, sterling handle, Wessel steel blade.....\$1.35



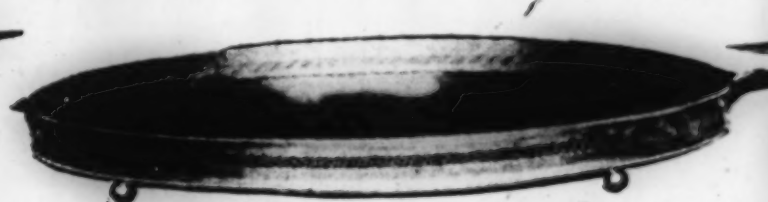
W810 Fine Leather Collar Bag, durable lining, diameter 7 inches, holds 10 collars, \$1.00  
The best \$1.00 bag made.



88247 Pin Cushion and Jewel Case, pierced sterling silver, diameter 3 1/2 inches.....\$2.75



F94 Trivet, a stand (on castors), for hot platters or dishes, diameter 10 inches, opens out to 13 inches, Sheffield plate.....\$7.50  
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F111 Sheffield Plate Butler Tray, oval, mahogany bottom, pierced rail and hall feet, 20 in.....\$10.00  
F112 Tray, same style, 18 in., \$8.00. F113, 16 in., \$6.50  
A large variety of useful pieces in Sheffield plate will be found in our Year Book.



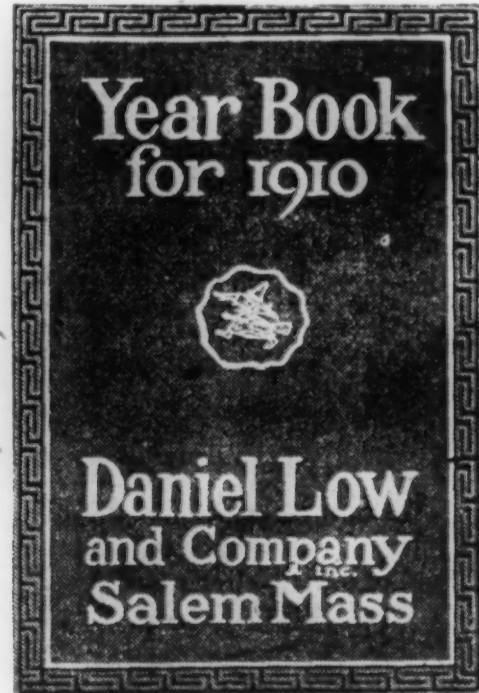
415 Silhouette 3 inches long, sterling handle, attachment for regulating size of holes.....\$1.50  
Hem Gauge, 6 1/2 inches long, sterling top, steel measure.....\$1.50

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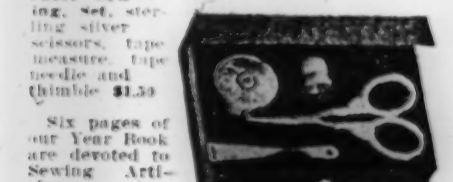
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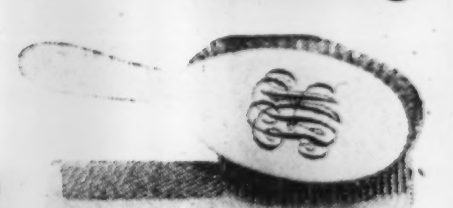
F155 Double Vegetable Dish, Sheffield plate, 8x5 3/8 inches, threaded border.....\$7.50



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W307 French Ivory Cloth Brush, Morocco case.....\$2.75  
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2816 Four-in-One Ash Receiver, polished brass, well made and finished, diam. 3 7/8 in., \$1.50  
Consists of 4 parts, which fit into one another. For 1, 2, 3 or 4 persons.

Parisian Ivory Hair Brush, finest bristles.....\$3.50  
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Comb.....\$5c  
We show the complete set in our catalogue; also 25 sterling silver toilet sets.

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Portland, the "Rose City," is the market town of the Pacific Northwest. It is the chief wholesale and distributing point and is supreme in a trade territory of 250,000 square miles, the products of which roll down-grade to Portland.

The city commands both the Columbia and Willamette Rivers, which occupy first and second place commercially between the Mississippi and the Pacific.

Portland is the second wheat port in the United States and stands fourth among American cities in the distribution of agricultural implements.

The city ships more lumber annually than any other part of the earth. For the past two years production has averaged 2,000,000 feet for every working day of the year.

Great meat packers have selected Portland as their supply point for the Pacific Northwest, Alaska and the Orient, and are spending millions here on packing plants.

Portland has one of the best street railway, electric light and power plants in the United States.

The only fresh water harbor on the Pacific Coast, Portland offers ideal facilities to shipping. Her commerce is constantly growing. Exports increased from \$7,708,650 in 1905 to \$17,658,819 in 1908.

Portland's population is growing more rapidly than ever in the city's history. In 1900 Portland had 90,426 people. Now, according to the estimate of the city directory, it has a population of 265,000.

Portland's growth in building of all classes is remarkable. Building is going on at the rate of \$1,000,000 a month.

Portland has absolutely pure water and a mild climate, giving the city a death rate of but 6.99 per thousand, the lowest in the country.

For Free Facts About Oregon, Write to the

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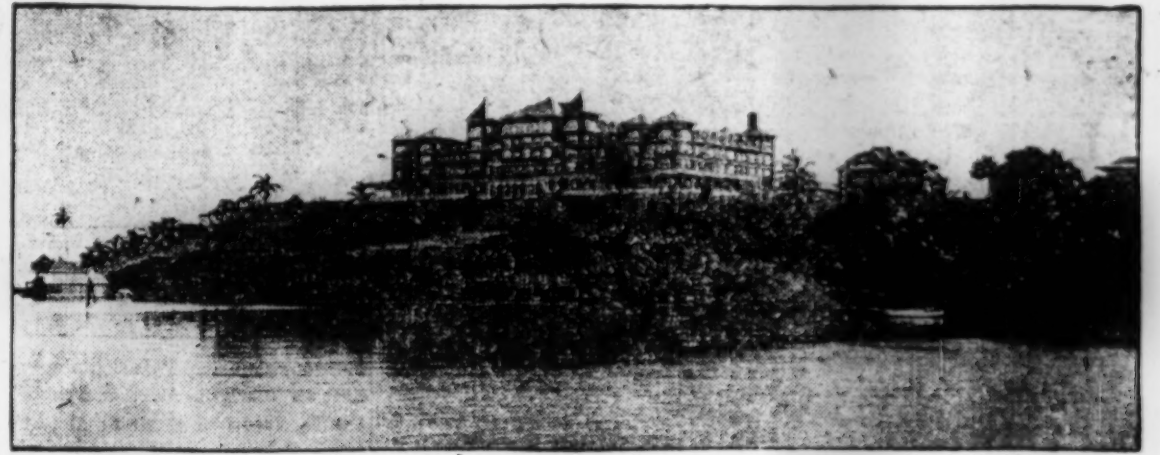
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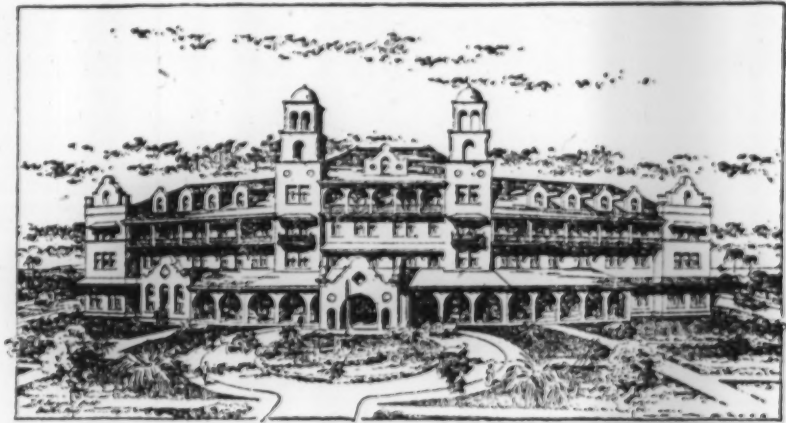
Telephone 1480 Brookline

## A Suggestion for This Winter



## Hotel Titchfield

PORT ANTONIO, JAMAICA, B. W. I.



## Myrtle Bank Hotel

KINGSTON, JAMAICA, B. W. I.

29th to 30th  
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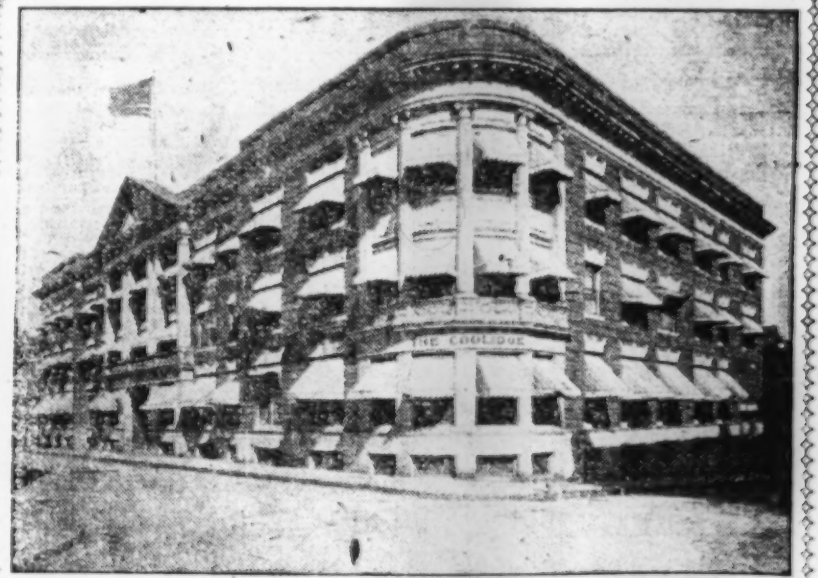
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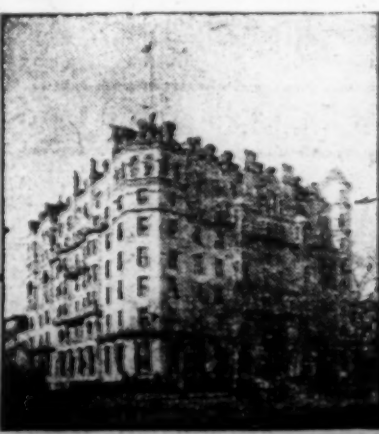


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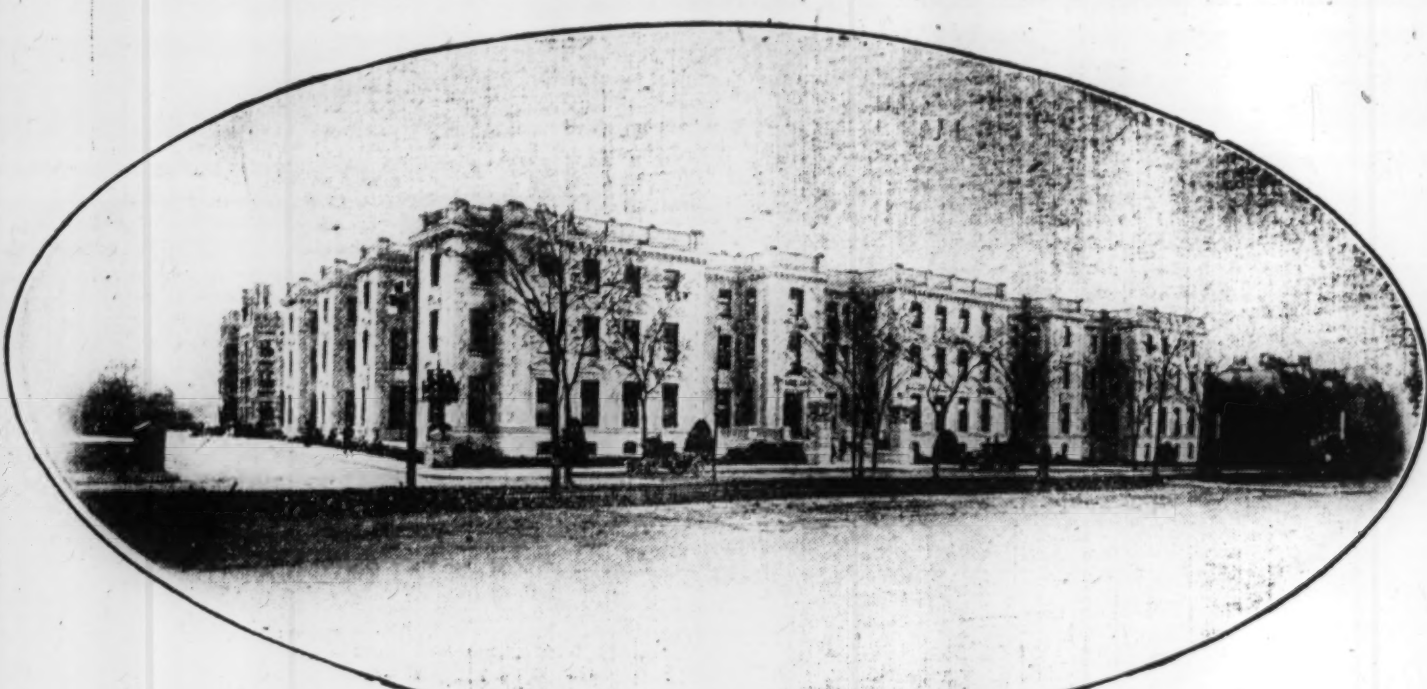
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Manager Riverbank Court Hotel.

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A family hotel, situated on the boulevard along the bank of the Charles River, on the Cambridge side, and its location is one of the finest in the world. It contains 135 suites of one, two and three rooms each, all with bath. The Cafe, with seating capacity of 250, is maintained on the European plan.

## Riverbank Court Hotel Co.

Cambridge, Mass.

WILLIAM W. DAVIS, Manager.

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Single Rooms 2.00, 2.50, 3.00  
with Bath 2.50 to 4.00  
Double Rooms 3.00 to 4.50  
with Bath 4.00 to 6.00  
Parlor, Chamber and Bath 4.00 to 10.00  
Parlor, 2 Chambers and 2 Baths 14.00

"Ye Old English Room"

Complimentary for its cuisine and service. High class and same standard as the best New York restaurants.

## Heidelberg Inn

Meridian, Miss.

Delightful and reasonable accommodations

Summer and Winter

## WHEN YOU VISIT BOSTON THE HOTEL NOTTINGHAM

which overlooks beautiful Copley Sq., next the Public Library, opposite Trinity Church and in the Back Bay District will be found a desirable place to stay. Moderate prices. European plan; fireproof; near business, shopping and amusement districts; five minutes' walk from Christian Science Church; first-class in every respect.

FRANCIS HOWE, Mgr.

## The Colonial Inn

Concord, Mass.

Beautiful Rooms. Attractive Surroundings.

## Dinners

House Parties. Clubs and Banquets.

Tel. 8163.

## For Sale

One of the finest and most desirable building sites for a modern hotel on the coast of Maine, 70 miles from Boston, having a sea exposure on three sides and unsurpassed landward view. Finest spring lake drinking water, and best opportunity for ocean sewerage. Price low if sold at once. Choice building lots at same locality.

Address Z 138, Monitor Office.

## FOR SALE SPECIAL BARGAIN

Elegant 16-room private boarding house on Little Traverse Bay, where right party can clear \$1000 to \$1200 in summer. Two blocks from docks and depot, surrounded by four famous resorts. All modern conveniences and running water in 10 rooms.

E. M. DEUEL  
Harbor Springs, Mich.

## English Tea Room

160 Tremont St.  
Luncheon 11-2. Afternoon Tea, 3:30-5:30.  
Between West and Boylston Streets.

Hotel Westminster  
Copley Square  
BOSTON  
C. A. GLEASON

## For Sale

Well furnished hotel of 94 guest rooms at the best of Maine's seaside resorts.

Well established and prosperous. Wishing to retire, I will sell at close figure. Must be seen to be appreciated. First-class reputation and patronage. Two hours and half by rail from Boston. Can be seen any time. Possession given when desired. Address B 131, Monitor Office.

American plan, \$2.00 to \$2.50. European plan, 75c. to \$1.50. Recently equipped with running water and telephone in rooms.  
**THE ST. CLAIR HOTEL**  
TOLEDO, OHIO.

Cherry Street Car from Union Depot  
The St. Clair Hotel Co., Prop'rs.  
S. H. Bart, Manager.

## The Peacock Inn

Gives special attention to cuisine and service.

355 BOYLSTON STREET  
Hours 11 to 8. Tel. 21827 B. B.

## RATES

One insertion, 12 cents a line,  
three or more insertions, 10 cents  
a line.

# Classified Advertisements

Advertisers may have answers sent care of New York Office, Suites 2092-2093, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 168 Michigan Ave.

## TELEPHONE

Your advertisement to 4930  
Back Bay, or, if preferred, a representative will call on you to discuss advertising

## FINANCIAL

CHICAGO, ILL. U. S. A.  
Nov. 10, 1909.

To the Readers of The Monitor:

Believing that small investments ought to and can be made to enjoy the benefits that only Large Capital now secures, I propose in connection with a number of experienced Bank, Bond and Business Men, to form an *Investors' Fund*, from Small Investors, to buy, sell, and hold Government, State, County, School and Municipal Bonds, Real Estate Loans, Bank Stocks, Public Warehouse Receipts, and similar Highest Class Collaterals—thus securing to the Investments as *Nearly Absolute Safety* as can obtain from the human judgment in business. Time of opening the business, naming the Company, and other steps, will depend first, on advance inquiry. Second, on the Subscriptions received, after particulars are all known to the Inquirers.

Mail this advertisement and get particulars, as to Interest Rate assured, Profit earnings, availability of Investors' Certificates, Economy of management, etc. Subscriptions will be in sums of \$100.00, or multiple thereof.

To JAMES D. COOK, Organizer, Name of Inquirer

250 La Salle Street,

Chicago, Ill., U. S. A.

## INVESTMENTS

## Big Profits

For investment with big profits in Fruit Lands, Irrigated Farms and other property. Address THOS. C. BURKE, Baker City, Oregon.

WOULDN'T you give \$25 for \$70, or \$75 for \$100? Well, yes. I have investments to be made in land here that will realize just such nice margins and more, and within the next year or more, besides paying a nice interest rate, of special interest to those who desire to make safe and profitable investments. Correspondence kindly solicited.  
G. I. MEHOLIN,  
Fairfax, S. D.

## INVESTMENTS

WILLIAM G. LEA  
MEMPHIS, TENN.  
Dealer and Broker.

Southern Farms and Timber Lands

No finer investments. The growth of timber will not let a 10 per cent. to say nothing of the rapidly increasing valuation on all kinds of timber and farm lands.  
I have bargains in large COTTON PLANTATIONS, RICE FIELDS, STOCK RANCHES, LARGE BODIES OF FINE PINE LANDS IN TEXAS, SUITABLE FOR COLONIZATION, HARDWOOD TIMBER LANDS IN ALL SECTIONS OF THE SOUTHERN STATES, MEXICO, CENTRAL AND SOUTH AMERICA.  
Write for List of Lands and Prices. State what kind of lands wanted, etc.

WILLIAM G. LEA,  
Room No. 45 Southern Express Bldg.,  
MEMPHIS, TENN.

## FINANCIAL

## A Fine Opportunity For Right Man

A manufacturing concern near New York city, established over 20 years, having paid in cash dividends several times its capitalization, does more business now than ever before; the concern sells only in cash and is widely known for reliability in its line; no incumbrances whatever; value of physical property exceeds capitalization. Property includes 600 ft. navigable water front and docks within lightage limits New York Harbor. An opportunity has arisen to absorb a stock interest which for years has been inactive. This interest is equal to that now directing the company and may be bought for \$70,000, probably \$40,000 net because of liquidation terms to suit; dividends 12%. Present management willing to pool its interest with purchaser for indefinite period to insure proper management.  
Either a young man with capacity to develop along business lines or a man of technical trend is sought, college man preferred. The concern does not wish nor need financial assistance, but a rare opportunity is open to right man to secure a large property. Principals inclined to show in first letter sufficient financial strength and make some statement regarding themselves. Confidence absolute; respected and letters returned at once if party not acceptable. ARTHUR E. LEE, 20 Broad St., Annex, New York, N. Y.

## MORTGAGES FOR SALE

## 6% MORTGAGES

We own and offer for sale 6% First Mortgage loans. Title, interest and interest guaranteed. Amounts from \$200 up. Interest collected and remitted without charge.

## The Farmers' Mortgage & Loan Co.

R. A. MORRISON, President.  
Denver, Colo.

## BONDS FOR SALE

6% First Mortgage Bonds secured by first lien on improved real estate in St. Joseph, Mo. For particulars write THE FIRST TRUST CO., ST. JOSEPH, MO.

## 7% Farm Mortgages

Amounts from \$500.00 to \$5000.00, secured by splendid farm and grazing lands in Osage county, Okla. For full particulars address OSAGE INVESTMENT CO., Fairbury, Okla.  
FOR SALE 7% mortgages in amounts of \$1000 and up, on the Imperial Valley, California, on improved real estate, valued at \$100 to \$150 per acre; loans at 4 to 4 1/2 valuation. JOSEPH R. LOFTUS CO., Inc., 125 W. Sixth St., Los Angeles, Cal.

## FINANCIAL

WANTED—One or two partners with \$500 to \$10,000 capital to manufacture a fully patented new invention; handsome profit; 20,000 orders already received; incorporation fee already paid; no possible competition.  
J. FRABASILIS,  
452 W. 23d St., New York City.

\$700,000 TO LOAN privately for 1st and 2d mortgages on farms, city property, stocks or securities anywhere. ALLEN, 10 Tremont St., Boston.

WANTED—Man with small capital to take interest in established electrical business. H. C. MUNROE, 652 Broadway, W. Somerville.

FOR SALE—Timber and coal lands on Vancouver Island and mainland in B. C.; also in Washington and Oregon; have a fine coal proposition. T. R. FRENCH, Tacoma, Wash.

## INVESTMENTS

APARTMENTS TO LET  
W. H. SCOTT & CO.  
4 TALBOT AVE., DORCHESTER  
SEE US for first-class apartments in Dorchester. Tel. 511 Dor.

TO LET—APARTMENT  
Two large rooms and private bath, 13 Charles St., near Beacon St. and Public Garden. Apply on premises or to J. HENRY RUSSELL, 18 Tremont St., Boston.

WESTLAND AVENUE  
Just completed, suites of 3 rooms, bath and kitchenette; rent free until Dec. 1. FLEMING BROS., 168 Mass. Ave., Boston.

## APARTMENTS TO LET

## Farwell Chambers

19 PLEASANT STREET  
CAMBRIDGE

Centrally located; within one minute of City Hall and Central sq., where cars for any part of Greater Boston may be taken, and within 15 minutes of Boston business districts. Completed and ready for occupation. Now open for inspection. House-keeping suites of 1 and 2 rooms and bath. All outside rooms, sunny and pleasant. Heat, hot water and janitor service furnished. Moderate rents. Apply at the building or at office of A. R. HENDERSON & CO., Harvard sq., Cambridge.

## STEAM HEATED APARTMENTS

BEAUTIFUL BROOKLINE  
JUST FINISHED—Handsome block of wide brownstone front apartment houses; each building has frontage of 40 feet on Beacon St.; parlor, dining room and library floor; every possible modern improvement; all light rooms; first-class service; finest boulevard in best kept town in the world; rents \$50 to \$75 per month; floor plan mailed on request. Apply to GEORGE W. JOHNSON, 1883 Beacon St., corner Southmore road; take Beacon at Reservoir car.

## New Type Apartments

Brookline and Newton  
Six to nine rooms, all outside like a house; several new features; 66 comfort and convenience not to be found in other apartments; locations unsurpassed; rents \$25 to \$100 per month. Apply W. H. ANDREWS, Trustee, 101 Tremont St., room 406.

## Modern Housekeeping Apartments

429 BROOKLINE AVENUE, BOSTON.  
1, 2 and 3 rooms, with buffet and bath; steam heat, continuous hot water and janitor service. Rents \$20 to \$32.  
FRED L. CROCKER  
231 Tremont Bldg., Boston. Tel. Hay. 36.  
Or Janitor on premises.

## APARTMENTS

Boston -- Brookline  
\$20-\$30--ALL CONVENIENCES.  
BOSTON APARTMENT TRUST  
231 TREMONT BLDG. TEL. 36 HAY.

TO LET—Suitable for physician, dentist or other profession, suite of 8 rooms on first floor, in splendid condition; modern improvements, including continuous hot water service; rent moderate. Apply at office of HOFFMAN HOUSE, cor. Berkeley St. and Columbus Ave.

TO LET—A non-housekeeping suite of 2 large rooms and bath, on third floor; ample closet room, all improvements, fine condition, very desirable; first-class tenants; rent \$25 a month. Apply at office of HOFFMAN HOUSE, 212 Columbus Ave.

## APARTMENTS TO LET

## Would You Like to Own a Handsome Apartment?

¶The advertiser has an opportunity to build a series of model apartment houses on the finest building site in Brookline, less than twenty-five minutes from Park Street Subway by trolley. There is a magnificent view, and the location is beyond question the finest available building site in or around Boston at the present time. The apartments will be of 4, 5, 6, 7 and 8 rooms, arranged around garden courts—all open, all light, constructed with careful regard for every detail of comfort and convenience, and will be finished to suit the taste of each dweller.

¶Following a plan which, under the right conditions, has proved so successful in other cities, each apartment instead of being rented will be sold outright; the buildings being kept under expert management. The owner of each apartment may occupy it himself or rent it, as he pleases, for either the whole or a part of the time. Either as a home or as an investment, these apartments will be particularly attractive.

¶If you are now paying from \$600 to \$1500 per year rental, the details of this proposition will surely interest you. A moderate amount of money will secure one of these apartments as a permanent home, delightfully convenient and in the very finest location possible to secure. For detailed information address Y 137, Monitor Office.

## J. W. COOK & SON CO.

Practical Movers of Piano-Fortes and Furniture  
Piano-Fortes and Furniture Packed in the Best Manner for Transportation and Moved In and Out of the City.

OFFICE 2 1/2 PARK SQ. BOSTON

Telephone 1756 Oxford

## J. A. CRONIN & CO.

125 MASS. AVE. COR. BOYLSTON ST.  
TO LET—Suites of 4, 6 and 8 rooms and bath, steam heat, hot water all the time, hardwood floors and open plumbing; all prices.

## BENLOUMAY COURT

Modern heated apartments on Massachusetts Avenue, Cambridge, 2 minutes from Harvard College; artistic in all their appointments. Information of F. W. NORRIS & CO., 640 Massachusetts Ave., Central sq., Cambridge.



## RATES

One insertion, 12 cents a line.  
Three or more insertions, 10 cents  
a line.

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Your advertisement to 4330  
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cuss advertising

REAL ESTATE

REAL ESTATE

REAL ESTATE

REAL ESTATE

REAL ESTATE

REAL ESTATE

REAL ESTATE

America's Newest City on the Atlantic's Finest Shore

## LONG BEACH

24 Miles from the Heart of New York

Nine and a Half Miles of  
Ocean Front

This Soon to Be Completed City, With Boulevards,  
Vitrified Roads, Sewerage System, Fire and Police  
Departments, Schools and Everything That Goes to  
Make an Ideal City.

One Visit to the Growing City Beautiful By  
the Sea Will Make You a Long  
Beach Enthusiast

At the Doorstep of America's  
Greatest City

Go to Long Beach and See

2½ Miles of the Finest Board Walk in the World.  
Magnificent Hotel, Casino, Bathing Pavilion. \$500,-  
000 of Stucco and Concrete Red Tile Roof Houses.  
\$1,500,000 Similar Homes in Course of Construc-  
tion. Long Island-Pennsylvania's Finest L. I. De-  
pot. Macadamized and Vitrified Brick Boulevards  
and Streets. Nassau Hotel and Grill, with Music,  
Open the Year Round.

The Opportunity Realizer of Today Is Tomorrow's Money Maker

Write for Booklets, Maps and Literature

## ESTATES OF LONG BEACH

WILLIAM H. REYNOLDS, President.

225 FIFTH AVENUE, NEW YORK CITY

TEL. MADISON 3600

J. E. Barlow & Co., 16 State  
St., Boston, are offering 8-room  
modern brick houses on Common-  
wealth Ave., in the best part of  
Boston, within 20 minutes of Park  
St., for \$5000 on small payments  
down and balance to be paid as  
rent. Nothing like this for value  
has ever been offered in this city.  
We ask you to inspect these  
houses, and if you can find a con-  
tractor who will build a single  
house from the same specifica-  
tions, without the land, for this  
price we will give him a contract  
to build for us at once.

J. E. BARLOW & CO.  
16 State St., Boston.



WASHINGTON HEIGHTS--THE FINEST LOCATION IN BOSTON  
Washington Street near Commonwealth Avenue.

FOR SALE—Two apartment house, eight rooms with each apartment, hot water heat, tiled baths,  
large lot of land, 55 feet frontage, 30 feet set back from street line, street 60 feet wide.  
W. J. McDONALD, 93 MILK STREET  
Tel. Main 6888.

If you wish to buy or sell  
Real Estate

Call on

Fred W. Weber, Gen. Agt.  
for Houseowners Association  
RENTS COLLECTED  
ESTATES TAKEN CARE OF  
Rooms 602 and 603 Metropolitan Bldg.,  
Market and Washington Sts.,  
NEWARK, N. J.

Sound—Safe—Secure

Our Profit Sharing Land Certi-  
ficates Guarantee 5% Dividends and  
50% of Gross Profits.

Write for Prospectus.

The Farmers' Mortgage &  
Loan Co.

R. A. MORRISON, President.

I PAY CASH, will buy your property,  
farms or land, large or small, anywhere.  
ALLEN, 10 Tremont St.

When you buy a house from  
the J. E. Barlow Co., you don't  
have to take it as it stands; if you  
want to you can watch the con-  
struction work from the first  
shovelful of earth that is removed  
for the foundations to the time it  
is ready for occupancy; you can  
select your own tiles, wall papers  
and colorings for the wood work.  
In this way you can find out that  
you are getting more for \$5000  
than any one else is offering.

J. E. BARLOW & CO.  
16 State St., Boston.

FOR SALE—4500 acres virgin hardwood  
timber land, Macon County, N. C.; fine  
water power, beautiful Cullinaga river;  
one fall 75 feet; trout stream; beautiful  
scenery; good soil. GEO. S. POWELL,  
Asheville, N. C.



325 COOPER  
BLDG., DENVER,  
COLORADO.

Denver has passed the experimental stage.  
Its progress and growth are consistent  
and constant.

It offers an attractive and safe field for  
investment.

I can loan your funds on first mortgages  
to net you from 5 to 7 per cent.

Or can submit for consideration a list of  
properties which will increase in value.

I manage properties for non-resident in-  
vestors, giving them my personal super-  
vision.

FOR SALE—2341 acres, now used as  
farm and stock ranch; generally level; 200  
acres in cultivation; balance in pasture  
and timber; a great amount of white oak  
saw timber; good buildings and fences;  
delightful climate; fine springs; running  
water; near Tullahoma, middle Tennessee;  
price \$25,000. HOMER K. HUSTON, First  
National Bank Bldg., Bloomington, Ill.

If you had the land given you  
and \$500 besides you couldn't  
duplicate the houses being sold on  
Commonwealth Ave., Boston, for  
\$5000, on easy terms, by the J. E.  
Barlow Co. Go out and see them.

J. E. BARLOW & CO.  
16 State St., Boston.

100% PROFIT

In Land near Denver coming under  
irrigation. Sectional Map and Pros-  
pectus free.

The Farmers' Mortgage &  
Loan Co.

R. A. MORRISON, PRESIDENT,  
Denver, Colo.

## D. W. Bonney &amp; Son

General Insurance and Real Estate Brokers

11 Central Street, Corner Kilby Street, Boston.

MAIN 2268-1.

**MALDEN**—On a corner lot in the best  
residential district, a house of 13 rooms,  
2 baths and laundry, h. w. floors down-  
stairs, elegantly finished in black wal-  
nut, near to R. R. and electric, 11,000  
ft. land, large stable; a rare chance for  
some one at \$12,500.

**WOLLASTON**—In a choice location, 3  
min. to R. R. sta. and electric, 4 min.  
to churches, schools, stores, etc., a large,  
modern, 10-room house, bath and laun-  
dry, broad piazza, h. w. heat, h. w.  
floors, cemented cellar, 8800 ft. land, 30  
ft. front. See photo. Price \$7200; easy  
terms.

**MELROSE**—We have a large list of  
choice properties in this beautiful sub-  
urb, from \$2500 up; easy terms if de-  
sired; do not fail to see us before buy-  
ing. **BONNEY**

**BROOKLINE**—In the best residential  
district, a modern house of 11 rooms,  
bath and laundry, h. w. floors, 2 large  
fireplaces, everything modern, 3 min. to  
electric, 6500 ft. land. Price \$4000.

**CHESTNUT HILL**—A corner lot,  
choice locality, brand new house of 9  
rooms, 2 baths and laundry, hardwood  
floors, all conveniences, 15,000 ft. land,  
more if wanted; 10 min. to R. R. sta. A  
rare chance. Price \$14,000.

**DORCHESTER**—Near Harvard St.  
Sta., house of 12 rooms and bath, h. w.  
heat, every modern convenience—a de-  
scription does not do it justice. It must  
be seen to be appreciated. This is a  
beauty. Price \$6500.

**DORCHESTER**—Two-family house,  
hardwood floors, every convenience, 4000  
feet of land, nice shade trees, two min-  
utes to railroad station; one-half min-  
ute to electric. Bargain. Price \$6200.

**EVERY DESCRIPTION OF INSUR-  
ANCE** promptly and efficiently placed in  
the best companies. Fire, Burglary, Li-  
ability and Surety Bonds for Trustees,  
Administrators, Contractors. All kinds  
of Insurance and Surety Bonds.

**DEDHAM**—In Oakdale, on Dartmouth  
ave. This elegant 65-foot town highway  
runs through WALNUT HILL PARK;  
and high and dry, affording a very  
pleasant view of the surrounding coun-  
try and the Blue Hills of Milton. Within  
five minutes of schools, churches, stores  
and R. R. station, and two minutes to  
electric cars. Mail deliveries twice each  
day. WALNUT HILL PARK is within  
10 minutes of the Sturtevant Blower  
Works and the Regville Shops of the  
New Haven Road, these two industries  
furnishing work for 2000 employees.  
Lots vary in size from 7000 to 12,000 ft.,  
and will be sold for 6c per ft. Small  
amount down, and balance easy terms.  
Build your home at WALNUT HILL  
PARK, within 20 minutes of the South  
Terminal.

**DEDHAM**—House of 11 rooms, bath  
and laundry, every modern convenience;  
choice location; five minutes to railroad  
station; exceptionally well built; 13,-  
870 feet of land. A bargain for some  
one at \$5300, or will rent. **BONNEY**.

**MELROSE**—House of 7 rooms and  
bath; every convenience, newly papered,  
painted and shingled last month, in A1  
repair; choice location; 7 min. to R. R.  
sta. Price for quick sale \$2500; \$300  
down.

**HYDE PARK**—On corner lot near  
electric and steam cars. The 12-room  
house, bath, h. w. heat, h. w. floors,  
modern conveniences, choice neigh-  
borhood. Price \$4000.

**DEDHAM**—2 min. E. Dedham R. R.  
sta., in a choice location; house of 9  
rooms and bath, every convenience.

**WESTWOOD**—3 min. to R. R. sta.,  
electric, gas, 9 rooms, bath, everything  
modern; large stable, room for man;  
150 fruit trees, grape vines, hennery; 23  
acres land. Price \$7500.

IF YOU WANT to buy or sell, hire or  
rent, mortgage or insure, communicate  
with us at once.

In my last Sunday's  
announcement I offered  
unreservedly \$200 for  
every \$50 option held by  
the purchasers of the first  
block of houses built  
by the J. E. Barlow Co.  
in the Aberdeen Dis-  
trict, Commonwealth  
Ave., Boston; a profit of  
\$4 for every dollar they  
invested. Not one per-  
son has taken advantage  
of this offer. As a matter  
of information I would  
be pleased to have you  
find out from them what  
they would take for their  
holdings. When you  
consider that they bought  
a new brick house on  
Commonwealth Avenue,  
Boston, within the 5-cent  
fare limit, 20 minutes  
from Park St., my offer  
is not to be wonder at.

J. E. BARLOW  
16 State St., Boston.

Columbia Road, Two-Family  
DORCHESTER—16-room 2-family house,  
3800 Columbia rd., cor. Quincy st., electric  
lights; Gurney hot water heaters; quar. oak  
floors and finish; electric gas, the door; 4  
min. to steam cars; fine large rooms, plenty  
closets; one suite leased for \$45 per month;  
price \$2800; on easy terms. FREDK. J.  
ROCKWELL, owner and builder, office 261  
Bowdoin st., Dorchester.

Finest Street in Dorchester  
NOS. 77 and 85 Melville ave., 2 splendid 2-  
family houses, hot water heat, gas and elec-  
tric lights; quar. oak finish and floors; ap-  
per suite in one house rented for \$50 per  
month; fine lots 150 ft. deep; fruit trees,  
shrubs, etc. on each lot. FREDK. J.  
ROCKWELL, owner and builder, office 261  
Bowdoin st., Dorchester.

## REAL ESTATE--LOANS--RENTALS

Investments in business property. Irrigated lands, dry lands and  
garden tracts. Land is the thing. Realty loans. Care of property.

C. P. BRADLEY, 1526½ Champa St., DENVER, COLO.

## NEAR FRANKLIN FIELD

FOR SALE—Single 10-room house in Dor-  
chester; can be arranged for 2 families;  
price \$3800; easy terms to right party. W.  
H. SCOTT & Co., 4 Talbot ave., near Blue  
Hill ave.; tel. 816 Dor.

## GOOD HOTEL FOR SALE

Located in center of business district,  
Kankakee, Ill.; 40 well furnished rooms;  
good business with first-class trade; rea-  
sonable terms of sale. Inquire Box 41,  
Kankakee, Ill.



## RATES

One insertion, 12 cents a line,  
three or more insertions, 10 cents  
a line.

## Classified Advertisements

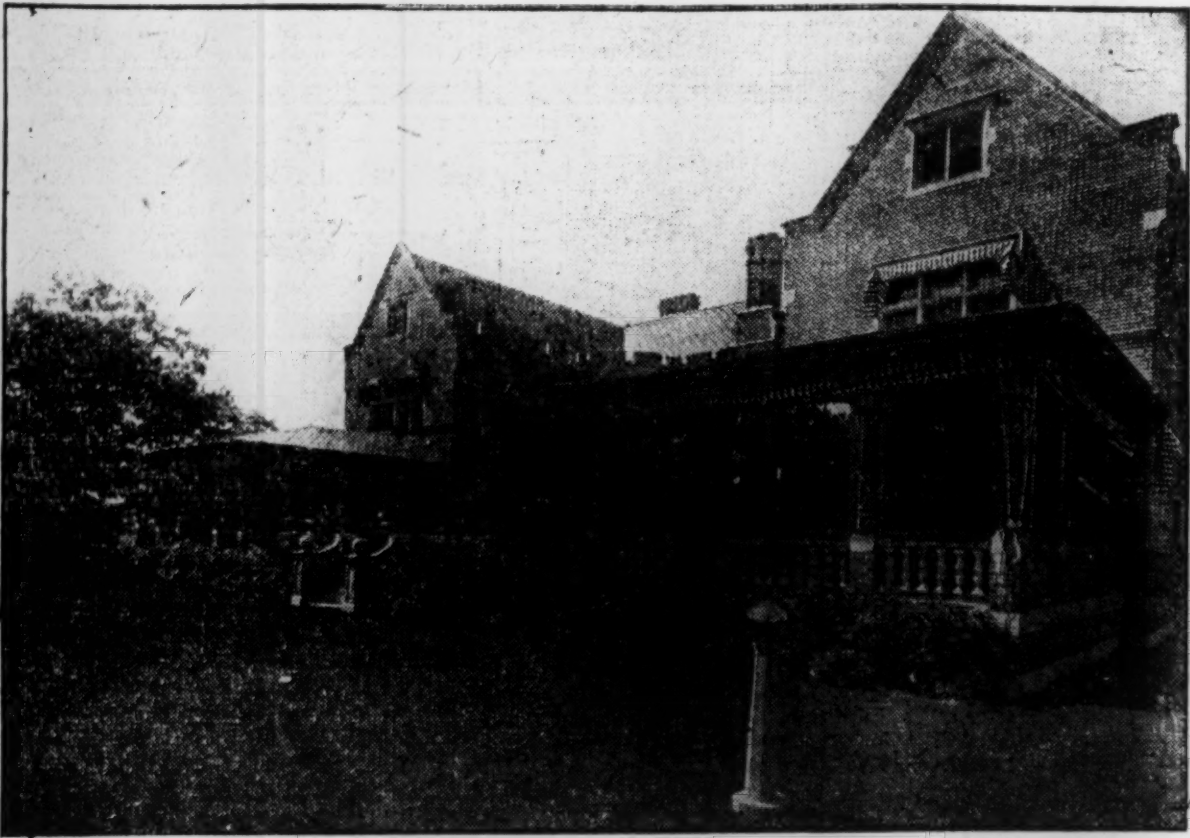
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## TELEPHONE

Your advertisement to 4330  
Back Bay, or, if preferred, a rep-  
resentative will call on you to dis-  
cuss advertising

## REAL ESTATE

## This Magnificent Estate at CHESTNUT HILL Can be Bought Right



For plans, photographs and full details consult  
**FRANK A. RUSSELL**

113 Devonshire St., Boston, or  
Coolidge Corner, Brookline.

Phones 110 Main, 1750 Brookline.

## REAL ESTATE

## REAL ESTATE

## REAL ESTATE

There is no mystery in the J. E. Barlow plan of buying land and building houses; it is the one great principle of any successful business, buying quantities and selling direct to the customer, saving you the middleman's profit. One Supt. supervises the construction work for fifty houses, one contractor has the brick work, another the wood work, another the steam fitting, another the plumbing, etc. All material is bought in large quantities at the lowest possible figure. The selling is done by the Barlow Co. and you don't have to pay the broker's commission.

**J. E. BARLOW & CO.**

16 State St., Boston.

IMPROVED  
ACREAGE  
BOUGHT SOLD CLEARED



Results from BY-PRODUCTS of logged-off lands by use of PORTABLE WOOD-EXTRACTING PLANTS show profits of \$300 per acre.

A wood extracting plant already in operation here has produced over 140 gallons of CREOSOTE and TAR per cord of fir stump wood, besides 30 bushels of chemically pure CHARCOAL.

The utilization of second growth materials for telegraph poles, railroad ties, paving blocks, etc., and the reduction of other waste materials for producing a fuel for automobiles and engines will add to above results.

The companies we represent will buy, clear or develop logged-off lands that are suitable for agriculture or fruit.

References—Wm. D. Perkins & Co., bankers.

**HARMON I. LEE,**

FINANCIAL AGENT

807 THIRD AVENUE, SEATTLE, WASH.

One of the first purchasers of the new 8-room modern brick houses built by J. E. Barlow & Co., in the Aberdeen Dist., Commonwealth Ave., Boston, says that although she paid but \$5000 for her property she would not sell for \$6000. When you investigate this great building proposition you will find out the reason why.

**J. E. BARLOW & CO.**

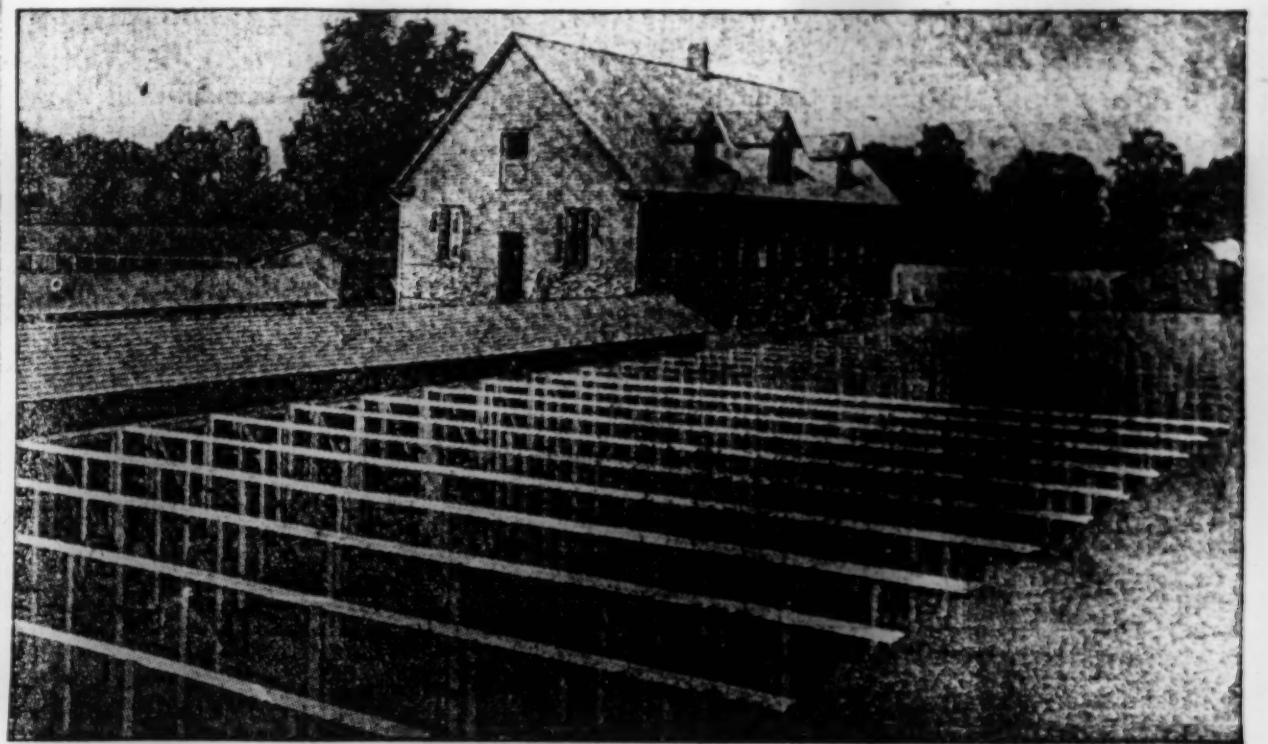
16 State St., Boston.

BROOKLINE, NEWTON CENTER  
NEW HOUSES, \$7500 to \$15,000; 1 to 3 bath-rooms. A. DUDLEY DOWD, 16 State st.

## REAL ESTATE

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## FOR SALE COMPLETE POULTRY PLANT

This plant is located at Springdale, Conn., 10 minutes' walk from the station. Two and one half miles from Stamford, Conn., and 52 minutes from New York city by the N. Y., N. H. & H. R. R.

The plant consists of a bungalow living house of 12 rooms and 2 baths, as shown in this cut. It is heated by best system of hot water heating, and has an incubator cellar underneath 30x60 feet. There is a 14x150 foot nursery brooding house, with two hot water heaters and 1½-inch pipe hovers. It is plastered. There is a 14x200 foot cool brooding house, with hot water heater and 2-inch pipe hovers. There are four laying houses 14x50, one laying house 14x70, one laying house 14x120, one laying house 11x230, and one large feed house. Every house has its runs, nests and running water. There are 15 acres of ground, with 1000 feet frontage on road. This frontage is selling in 50x150 foot lots in this neighborhood for \$8000 per lot, and every foot of this frontage can so be sold in the next 5 years. The buildings are all very well built and cost as they stand \$20,000. The entire property can be purchased for \$14,000. Thus by owning this plant and gradually selling off the lots on the frontage one can have their MONEY BACK and still own 10 acres and the plant. Caretaker on premises or FRANK L. FISHER CO., Real Estate Brokers, 410 Columbus ave., New York city.



## The Land of Beauty

OSSAMEQUIN PINES.

E. BRIDGEWATER, MASS.

Ideal Bungalow Lots, bordering 180-acre State Pond. Location high, dry air, pine groves, fine bathing, tennis, croquet. Lots large and restricted. Adjutant General Wm. H. Brigham says: "Beautifully located on the shores of the lake, in a pine grove, with excellent water for drinking purposes, and an ideal bathing beach. We regretted that owing to the necessities of our problem we could not use the plot for our Division Headquarters." Prices Reasonable. Terms to suit. Send for Booklet.

**Atwood & Pattee, 27 School St., Boston**

## J. D. K. Willis & Co

REAL ESTATE  
AND MORTGAGE BROKERS

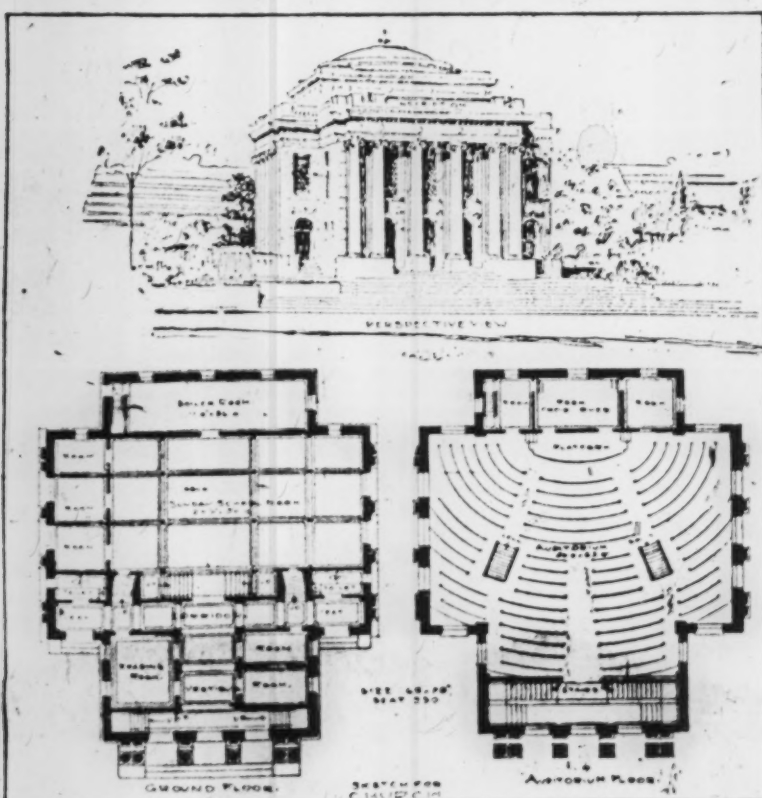
50 State Street

## CAMBRIDGE

FOR SALE—Investment property consisting of a double house and a two family house, 6886 feet of land. Annual rental \$900. Price \$6500. Apply to

**MISS M. W. WILLARD**

671 Massachusetts Avenue, CAMBRIDGE.



Correspondence solicited for Architectural Work.  
F. A. WALKER, MONTPELIER, VT.

BUREAU OF SOCIAL REQUIREMENTS

## REAL ESTATE DEPARTMENT

**L. F. SAULT, Manager**

603 BOYLSTON STREET, BOSTON.

Telephone B. B. 400

## Back Bay Land

OVER 20 FINE HOUSE LOTS FRONTING ON COMMONWEALTH AVENUE, NEAR LAWTON ST., FOR SALE. ALSO LAND SUITABLE FOR GARAGES AND APARTMENT HOUSES IN REAR OF THE COMMONWEALTH AVENUE LOTS. JUST SOLD 7 LOTS, UPON WHICH IS BEING BUILT A FIRST-CLASS GARAGE. OPEN TO SELL THE BALANCE OF THE LAND AT VERY REASONABLE PRICES. APPLY TO

**Franklin E. Smith**

Trustee, Cumington Land Trust

62 DEVONSHIRE STREET, BOSTON, MASS.

## ALL ABOUT ATLANTIC

Home seekers' delight. Send for booklet. Atlantic Real Estate Exchange, Atlantic, Mass. Telephone Dor. 501.

**J. E. BARLOW & CO.**

16 State St., Boston.

For PORTLAND or COOS BAY, OREGON

lots and real estate apply to  
**GEO. J. SCHAEFER**  
807 Chamber of Commerce,  
Portland, Ore.



## RATES

One insertion, 12 cents a line,  
three or more insertions, 10 cents  
a line.

## Classified Advertisements

Advertisers may have answers sent care of New York Office, Suites 2092-2093, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 168 Michigan Ave.

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Your advertisement to 4390  
Back Bay, or, if preferred, a rep-  
resentative will call on you to dis-  
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## REAL ESTATE

## RAYMOND'S

The Largest Real Estate Office in Cambridge and Somerville

**FOR SALE. TWO-APARTMENT HOUSE.** An especially attractive place and conveniently located; no repairs necessary for five years; lower rents now than to duplicate small family; upper floor of 6 rooms all ready for the buyer; each suite has modern improvements; bath room, tiled; central heating; gas, electric, hot water, gas, furnace, attractive paper, hardwood floors, screens, curtains, separate entrances, light and dry cellar; train service to Boston few minutes' walk; Cambridge subway will bring this property within 10 minutes of the business section of Boston; also cash on any first payment. Price within reach of anybody.

**NEAR HARVARD.** An especially good trade in a 10-room house within a few minutes of Harvard square; 2 baths and other modern appointments; can be bought at a very low figure. We have other residential properties near Harvard College.

**T. H. RAYMOND,**  
CENTRAL SQUARE, CAMBRIDGE.  
TEL. 678 CAMBRIDGE.

## REAL ESTATE

## Two-Family Bargain

**SOMERVILLE.** Five and seven-room suites; all hardwood floors, oak borders in dining room and parlor; two baths, set tubs, ranges; hot water heat suite 1, and furnace suite 2; 4500 sq. ft. of land; monthly rental \$12. Price \$4500. Will consider first payment of \$900, and balance as rent.

**FOR SALE. Fine Residential Property SOMERVILLE.** Beautiful private residence located in a most exclusive section of Winter Hill, Somerville; 12-room house; has bath, gas, set range, two open fireplaces and hot air heat; built by present owner for a home, but change of business demands disposal of this property; taxed value \$8700; will sell for \$1200 less than assessment.

**DAVIS SQUARE, SOMERVILLE.**  
TEL. 1568-2 SOMERVILLE.

## REAL ESTATE

Go out to the J. E. Barlow houses on Commonwealth Ave., Boston, cor. Leamington Road, take your builder with you, have him inspect the houses, talk to the purchasers living there (7 families are due to move in this week), ask the price of the adjoining land, see the refined class of residents who have homes there, and then ask yourself if there is any place on earth where you can invest \$5000 with such a certainty of profit as you can by buying one of these houses.

**J. E. BARLOW & CO.**  
16 State St., Boston.

## RESIDENCE FOR SALE

## Modern 10-Room House

fronting on the campus of the University of Illinois, U. S. A. Lot 94 ft. frontage and 174 ft. deep. Rented at \$600 per annum. Price \$10,000.

**AMANDA STOLTEY,**  
Champaign, Illinois, U. S. A.

## WABAN

THE GEM OF THE NEWTONS  
Offers great attractions to the home buyer than any section of Greater Boston. There are good reasons for the above statement. It is high, has excellent train service, good schools, stores, is being built up entirely with single houses, and on lots of 10,000 square feet and upwards. It is a residential section.

If you are to make a Boston suburb your home, don't make your choice until you have seen Waban. Good lots can now be had from \$750 up. Should the houses which I have for sale not meet your requirements I can arrange to build for you either from your plans or others that will meet your needs. Send for plans and particulars. We are building for sale an eight-room house, all improvements, hardwood floors, hot water heat, large living room, 15x28, with open fireplace; corner lot; changes of interior finish could be made to suit purchaser's plans and particulars may be had at my office.

For anything for sale or rent in Waban, apply to  
**JOSEPH CONGDON**  
330 Old South Bldg., or 281 Waban Ave., Waban, Mass. Tel. Con.

**FREE HOMESTEADS**  
Are you looking for a homestead? We have thousands of them. Over 1,000,000 acres to select from. Much grass land, well watered, 35 bushels wheat to acre. No summer following. Over 1000 homestead locations have been filed at the land office in this county this year. Yours for the locating. Call or write  
**SPOKANE AND MONTANA LAND AND IMMIGRATION CO.**  
406 Broadway, Spokane, Wash.

**FOR SALE. Two farms of 60 acres, two of 107 acres; choice potato and peach farms; good apple orchards; home lots with peach trees two years old; 150-acre dairy farm; 240-acre stock farm; these farms are one to three miles from village; 20 minutes from Rochester by trolley and steam cars. In the fruit garden of Monroe co. If interested in farms in this section, address J. A. T. FURNACE, Spencerport, N. Y.**

**WINTHROP**  
One family house, \$2400 to \$10,000; two family houses, \$2500 to \$12,000; the above for sale on easy terms. Building lots for sale in all sections of the town, from 10 cents to 50 cents per foot.  
Winthrop has 8 miles of water front, 9 railroad stations, 81 daily trains to Boston, with five-cent fare.  
**FLOYD & TUCKER, 31 School St., Boston**

**This Dedham House**  
Will suit small family wishing quality in a new 6-room cottage; reception hall and bath; unusually well built for owner unable to occupy; shade trees, country outlook, 2 minutes to steam cars; photo shown and inspection arranged by E. E. HUBBARD, 615 Old South Bldg., Boston.

**Bungalow Specialist**  
PHONES M 1301, A 1012  
**WILLIAM E. FARR**  
DESIGNER AND BUILDER  
608 Fidelity Bldg. TACOMA, WASH.

**LOS ANGELES, CAL. REAL ESTATE**  
Address MRS. SUSIE M. REEVES, 170 E. 36TH PLACE, Phone So. 6416.

**SOUTHERN LANDS**  
Farm and timber lands in Mississippi, Arkansas, Louisiana and Tennessee; hardwood timber lands \$8 per acre up; Mississippi Delta farms \$20 per acre up; land rents \$5 to \$8 per acre.

**W. K. BURTON & COMPANY**  
MEMPHIS, TENN.

**EDWIN S. SMALL**  
Real Estate Appraiser & Adviser  
20 Years' Experience. 48 Kilby St., Boston

## REAL ESTATE—FARMS

## Norfolk County Farm

An exceptionally attractive farm property for sale at low price; overlooking the Charles river; fine old house, buildings, tillage and woodland.

**Hayes & Welch**  
112 WATER ST., BOSTON.

## Paying Farm in College Town

Cuts 100 tons hay; borders river; 283 acres level, free land; keep 100 cattle; milk sold at college and city; fruit, berries and asparagus; good lot wood and timber; water piped to buildings (into cow manger); superior 2-story house; 12 rooms, bath, furnace, set tubs; two-light glass; piazzas; cattle barn 105x50 with wing; horse stable 60x40, cemented cellar, carriage house, etc.; all have slated roofs; in perfect repair; fine lawn, concrete walks, shade trees, grand view; one of the best farms in the state; price \$13,000, part cash. See Chapin's Farm Guide (postpaid). CHAPIN FARM AGENCY, 204 Washington St., Boston.

## FOR RENTAL

A LARGE, VERY ATTRACTIVE PARLOR IN A BEAUTIFUL HOUSE CENTRALLY LOCATED IN NEWBURY ST. BETWEEN THE HOURS OF 8 A. M. AND 6 P. M. TO A TEACHER OF MUSIC, LANCING OR ELOCUTION; DESIRABLE ACCOMMODATIONS FOR RECEPTIONS, LUNCHEONS OR TEAS; BUTLER SERVICE; TELEPHONE. Address Miss Harriet, Back Bay Postoffice.

## HOUSES TO LET—ENGLAND

**FOR SALE OR TO LET.** Lovely house in best part of Harrogate; paneled reception rooms; hall, 6 bedrooms; billiard room; heated throughout; ornamental grounds. Apply STEAD, "Thorndike, Brunswick Drive."

## ROOM AND BOARD

## Tourists Accommodated

Miss J. E. RANKIN  
27 West 93d St.  
NEW YORK

## 31st St., 39 East

(Near Madison Avenue)  
**NEW YORK**  
Rooms single or en suite. Meals optional. Homelike accommodations.

MRS. D. E. TUTHILL

## The Conneaut

371 Central Park West, Cor 97th St  
**NEW YORK**

**Delightful Home**  
overlooking the Park. Dining room top floor. Elevator service.

A. K. DICK

## NEW YORK

94th Street, 18 and 20 West  
**MRS. STRAUB**  
Attractive rooms. Parlor floor also. Excellent board. Select location.

## Large Room

Furnished or unfurnished, suitable for receiving patients. Select location. 163 East 36th St., New York.

THE BLENHIM, 170 Newbury St. Centrally located, near Exeter St.; delightful accommodations for a few table guests, men or women, who appreciate neatness, tasty cooking, due table appointments and good service. Breakfasts 50 cents, dinners 75 cents. Telephone 3765-3 Back Bay.

**DORCHESTER**  
TO LET—Steam-heated furnished and unfurnished rooms with first-class board; situation unexcelled. Tel. 1082-1 For MRS. R. M. KITSON, 6 Windemere Rd.

**WINTER ATTRACTIONS**  
A quiet, comfortable home, sunny walks, with board if desired; boulevard view. MRS. DREW, 235 Ocean St., Lynn.

**BACK BAY, 162 St. Botolph St.**—Newly fur. house, open plumbing; 2 bathrooms; 2 st. rms. with con. h. and c. water; tel. Chicago; telephone 861 Hyde Park.

**NICELY furnished rooms** with excellent board can be secured at 3401 Jefferson ave., Chicago; telephone 861 Hyde Park.

523 NEWBURY ST., near Fenway—Fur. h. w. heat; bathroom floor; breakfast and dinner if desired. Tel. 1082-1 For MRS. R. M. KITSON, 6 Windemere Rd.

102 HUNTINGTON AVE.—Large front alcove, also front square and side room; steam heat; telephone.

42 GREENVILLE ST., Roxbury—Two large, sunny rooms; board optional; gentlemen preferred.

6 ST. BOTOLPH ST.—3 large rooms in newly furnished house, continuous hot and cold water. Tel.

ROOMS for housekeeping at No. 64 Central ave., St. Augustine, Florida. P. O. Box 335.

## WOMEN'S SPECIALTIES

## Brass-Craft Outfit Offer

Brass-Craft is the most popular and valuable Art of the time, and with our stamped articles and simple instructions, materials costing only a trifle can quickly be worked up into articles worth many dollars.



Let us send you this Complete outfit consisting of 1 Stamping and Veneering Tool, 1 Package Polishing Powder, 1 Package Coloring Powder, 1 Fine Sandpaper, 1 Piece Polishing Flax, and complete material for Handsome Brass-Craft Calendar (see illustration) as follows: 1 Brass Panel, 1 Wood Panel, 50 Round-Head Brass Tacks, 1 Brass Hanger, 1 Calendar Pad. Furnished with stamped design and full directions for making Calendar worth \$1.00—all in neat box, prepaid, to anyone sending us 25 cents to pay cost of packing, shipping, etc.

Ask for FREE CATALOG S. C. 64

Illustrates hundreds of articles in Brass-Craft for use, ornament or profit. The above outfit offer is made for a limited time only to quickly introduce our splendid line of Brass-Craft goods and distribute our New Illustrated Catalog. Write today.

## THAYER &amp; CHANDLER

737-739 Jackson Blvd. CHICAGO, ILL.

## Tailor-Made Jersey Petticoats

Silk and Worsted  
VERY BEST QUALITY IN  
ALL FABRICS

Taffeta Silk, all shades. Genuine Heatherbloom and Satines in black and colors. Moreovers in all Silk and Mercerized, black and colors. Mercerized jerseys, black and white.

Fancy Dresdens and Plaids, Evening Petticoats in delicate shades. Large line of tailor-made Petticoats in samples. Prices lower than elsewhere. Every petticoat fitted free.

Selections can be made from our own stock in all fabrics.

## WILSON'S

25 WINTER ST.  
Next door to Caslen's.

## B.H. Ludwig &amp; Co

CUSTOM FURRIERS  
HIGH-GRADE

## FURS

All kinds of Fur Garments and Accessories. Made to Order at very low prices. Satisfaction guaranteed. Old furs dyed and remodeled to look like new.

Berkeley Bldg., Room 214  
420 Boylston Street  
Tel. 3039-1 B. B. Boston, Mass.

## LADIES

Going away, waiting attention, retitting or remodeling done at short notice. New fitting rooms, 45 Winter St., room 37.

## FOR SALE

MODERN suburban nine-room house; South Side; in good repair; large lot; owner leaving the city; will sacrifice for \$5000. BERTHA J. KALLUM, 1625 Prospect ave., Chicago.

**FOR SALE.** 140-acre southeastern Wisconsin farm; 10 acres timber. At soil. Address C 155, Monitor Office.

**SOUTH SIDE.** A fine lot 200x50 feet; cheap; well located. Address BERTHA J. KALLUM, 1625 Prospect ave., Chicago.

## BUSINESS CHAMBERS TO LET

TO LET—On Boylston St., 1 elegant, spacious business chamber, one light front; 1 artist's studio, perfect light; 1 group of 3 rooms, suitable for practitioner, dentist or dressmaker. Apply ALLEN, HALL & CO., 384 Boylston St.

**BUSINESS CHAMBERS** to let, between Arlington and Berkeley sts. Apply OAK GROVE CREAMERY CO., 437 Boylston St.

**TO LET.** NEW YORK—Office to let for afternoon; suitable for practitioner; select location. 500 Fifth ave., room 514.

**FOR RENT.** MODERN STEAM HEATED FLAT; 7 ROOMS; PRICE \$250 PER MONTH. CORNER WEST JACKSON BOULEVARD AND 4TH AVE., CHICAGO. INQUIRE MISS J. WILLIAMS ABOVE ADDRESS.

**CHRISTIAN SCIENCE SERVICES**  
The First Church of Christ, Scientist, The Mother Church, Falmouth, Norway and St. Paul streets, Boston, Mass. Thanksgiving Service, 10:45 a. m. Subject for The Mother Church and all its branch organizations, "Thanksgiving" Subjects and sermon copyrighted by the Rev. Mary Baker Eddy, 1909.

## WOMEN'S SPECIALTIES

## SOLOV-HINDS CO.

278 Boylston Street, Boston

Begs to announce their ANNUAL FALL SALE of Imported Models, consisting of Street Suits and Gowns, Visiting Costumes, Evening Dresses, Opera Wraps and Motor Coats, commencing Friday, November 26.

Models from leading Paris houses at Greatly Reduced Prices.

## Social Requirements

603 Boylston Street, Boston, Mass.

Telephone Back Bay 409.

Invitations addressed and stamped. Household accounts kept in order. Sermons and lectures reported. Manuscript revised and typed. Inventories. Shopping and marketing. Packers for household goods and trunks.

The Restaurant Frock, the dressy trotteur length gown for semi-evening wear to be worn with a Picture Hat, is becoming more and more of a feature of the modish wardrobe.

These Frocks in the Latest French Designs CUT AND FITTED, READY TO FINISH, \$8.00

Strictly New—Glove Fitting Princess Petticoats.  
**MADAM TAFT**  
603-607 Boylston Street, Boston

Your friend will be delighted with  
**Dewey's Simplifier Fountain Pen**  
for a Christmas gift.  
Simplest to fill. Simplest to clean. No sweating or leaky joints. Writes as soon as point touches the paper.  
The original self-filling Fountain Pen. Has all the good qualities and none of the bad. Thousands of pleased users testify to its merits. 8 sizes, \$1.50 to \$3.00. Absolutely guaranteed. Mailed on approval.  
**EDSON E. DEWEY - 50 CONGRESS STREET - BOSTON**  
Special terms to agents and art exchanges.

## MME. WELDEN

## EXCLUSIVE CORSETIERE

MISS' FIRST CORSETS CUSTOM MADE UNDERWEAR

TEL. B. B. 3911-1. BOSTON OFFICE, 607 BOYLSTON ST.

## The Taylor Toilet Parlors

206 WEST NEWTON ST., COR. HUNTINGTON AVE.

PHONE 2319-1 BACK BAY.

Hairdressing, Shampooing, French Wave, Manicure, Hair Goods and Toilet Requisites. Appointment can be made by 'phone.

## Mrs. Mac Hale

HUMAN HAIR GOODS ARTISTIC HAIR DRESSING

MANICURING AND TOILET ARTICLES.

420 Boylston St. Berkeley Building

Tel. 3535-4 B. B.

## FOOTWEAR

We have received from New York 16 styles of the newest samples, made with short ramps. This lot consists of about 600 pairs, which are guaranteed High-Grade Shoes in every way. We are offering them at

\$2.50 and \$3.00 a Pair

Don't miss this opportunity to save from \$1.00 to \$3.00.

HAMMOND'S PARLOR SHOE STORE, 7 Temple Place

ELEVATOR.

## CLEANSERS

Of ladies' and gentlemen's clothing, draperies, lace curtains, furs, robes, blankets, carpets, rugs, furniture, etc. COLD STORAGE FOR FURS AND CLOTHING.

**E. R. Flint Naphtha Cleansing Co.**

Our new location, 8 HAMILTON PLACE

ESTABLISHED 1875. TELEPHONE 2837 OX.

## B. JENNIE WORTLEY

Evening Gowns, Waists and Dresses

29 Gainsboro Street, Suite 1, BOSTON, MASS.

## Santa Barbara, California

## THE GREAT WARDROBE

C. H. FRANK, PROP. 833 STATE ST.

PHOTOGRAPHS ENLARGED

Finished in crayon, sepia or water colors; prices \$1.50 to \$4.50, according to size. Also developed, 10c. any size; picture frames; commercial and landscape photography; careful attention to mail orders. Stereographs, 6 Music Hall Bldg., Hamilton place, Boston.

**ANNA VIRGINIA MILLER**

Lecturer and Demonstrator of Cookery. Engagements made for educational or commercial purposes. United States or Canada. 1237 Harrison Street, Kansas City, Mo.

**FURS**

FURS remodeled, repaired and redyed at very reasonable prices. Muffs refitted. \$1.00. Satisfaction guaranteed. H. ESCOFF, Furrier, 184 Boylston St., cor. Park Sq. Elevator.

**MRS. A. D. PIERCE**

FULL LINE OF MILLINERY TAILORED HATS A SPECIALTY.

80 Prospect St., Cambridgeport, Mass.

ROXBURY

Three-family house for sale; built by the day; 17 rooms; back and front porches; well for assessed value; income \$804 a year. For particulars, inquire of M. O'SHAUGHNESSY, 555 Warren St., Roxbury, Mass.

**JAFFREY, N. H.**

A delightfully located estate, at foot of Mt. Monadnock; fine views, modern shingled house, 12 rooms; windmill, good stable, near beautiful pond with bathing and boathouse; photograph at office; cost \$7500; sell for \$6000. R. A. BARROWS, 202 Washington St., Boston.

\$2700 WINCHESTER—Single house 9 rooms, all improvements, 10,000 feet land; rare chance; choice neighborhood. WILLARD WELSH, 15 Exchange St., Boston.

WINTHROP—Single house, 8 rooms, all improvements; stable; corner lot 6900 ft.; only \$1900; easy terms. WILLARD WELSH, 15 Exchange St., Boston.

GRAVEL, SLATE AND METAL ROOFING, SKYLIGHTS, VENTILATORS, OUTGUTS AND CO. DETECTORS PUT UP AND REPAIRED.

ARTIFICIAL STONE, WATER-TIGHT CELLAR, ASPHALT FLOORS.

**W. A. MURTFELDT CO.**  
101 Devonshire St., Room 1002.

Real Estate, Renting, Investments

MANAGEMENT OF ESTATES.

**CHARLES B. WEEKS,**  
3845-47 Exchange Avenue, CHICAGO.

At the Edgewater Bank.

FOR RENT, SALE AND EXCHANGE—Desirable flats and homes. THE REALTY CO., 113 Artye ave., Chicago; tel. Edgewater 3388.

51 ft. by 60 ft., lot 132 ft. deep, located in Champaign, Illinois, U. S. A. Rented at \$52.00 a month. Price \$7500.

**F. G. Campbell & Son**  
Champaign, Illinois, U. S. A.

**YOUR ROOF**

GRAVEL, SLATE AND METAL ROOFING, SKYLIGHTS, VENTILATORS, OUTGUTS AND CO. DETECTORS PUT UP AND REPAIRED.

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Your advertisement to 4330  
Back Bay, or, if preferred, a rep-  
resentative will call on you to dis-  
cuss advertising

## HOUSEHOLD NEEDS

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## HOUSEHOLD NEEDS

## HOUSEHOLD NEEDS

## HOUSEHOLD NEEDS

## HOUSEHOLD NEEDS

"Papa guessed  
right this  
Christmas!!"



A hand power  
"Automatic"  
does eight times  
the work in half  
the time---and  
does it better!

An electric  
"Automatic"  
is the cheapest  
electric cleaner  
on earth---costs  
1 1/4 cents an  
hour to run!

## We Have Manufactured Especially for Christmas Presentation 1500 "Automatic" Vacuum Cleaners

These will be sold to 1500 men who want to really please their wives or mothers—who want to save them from the tiresome, dusty experience that sweeping always causes.

The "AUTOMATIC" VACUUM CLEANER is the cheapest real cleaner in the world. Because of our enormous production, we can make these cleaners of the very best material obtainable at a cost absolutely impossible elsewhere.

We have spared neither time nor money, and we have produced in the "AUTOMATIC" a perfect cleaner!

### It Will Clean Your House Clean!

An ordinary carpet sweeper will take up the surface dust. An "AUTOMATIC" goes down deep and "gets all the dirt," be it in dainty silk drapery or the heaviest velvet carpet. What's more, it cleans the dust from the floor beneath!

It cleans your draperies and curtains, your chairs and lounges, your pillows and mattresses. It cleans your clothes. It removes all moths and insects. It's SANITARY.

"Housecleaning time" is unknown in the house with an "AUTOMATIC"—a few minutes each day and you're "housecleaned".

An "AUTOMATIC" actually saves its cost in a short time. No more brooms or carpet sweepers to buy; no more draperies ruined at the cleaner's; no more rugs worn shabby by the sweeper wearing away the nap. Your things will last years longer, be brighter, fresher, cleaner, if you have an "AUTOMATIC." It's the dustless way.

Remember it's the only sanitary way.

## It Costs Only \$25.00

Delivered to Your Home!

It will last a life time, for it's made of iron and steel—not tin and wood—with no delicate, complicated parts to get out of order. It can't.

The "AUTOMATIC" is simplest in construction, simplest to clean, easiest to operate. It has more powerful suction than any other. Only requires one person to operate.

Here Is Our Offer: Send us \$25.00. We will forward an "AUTOMATIC" to you, all delivery charges paid. Try it in your home—church—anywhere—for two weeks! Give it the severest tests you know! If it isn't absolutely satisfactory to you—if it isn't superior to any other Cleaner you have ever seen, return it and we will cheerfully refund your money.

### The "Automatic" Combination

The "AUTOMATIC" Combination Electric Vacuum Cleaner is a combination hand or electric machine, which is absolutely without a rival.

Built of iron and steel, with a powerful electric motor—it is good clear through.

They have more power than machines of twice their price and consume but one-fourth the current. They can be attached to any electric light socket. Just think of it! These machines cost only 1 1/4 cents an hour to operate. Neat, compact, simple, they are most effective. Fitted with set of cleaning tools. Price \$65.00, transportation prepaid.

### The Superb Electric

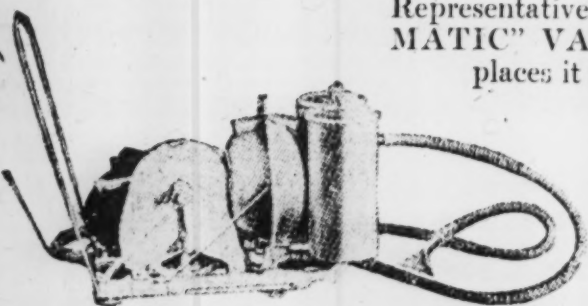
In all the world there is no machine which for beauty, for efficiency, for simplicity of construction and operation, equals our SUPERB—the world's finest electric Vacuum Cleaner! We put into this machine the finest material money can buy. Built of aluminum and steel. As simple as it is effective, with the simplest, and, for that reason, the most expensive electric motor made—the whole enclosed in a splendid oak cabinet in the beautiful Mission style—it is without a rival anywhere—at any price.

The SUPERB requires only 14x16 inches floor space, and is fitted with rubber tired wheels. A child can move it from room to room.

Fitted with every appliance, it costs only \$125.00, express prepaid anywhere.

Representative business houses and live business men find in the "AUTOMATIC" VACUUM CLEANER a quick and profitable seller. Its price places it within the reach of all—it's a home necessity today!

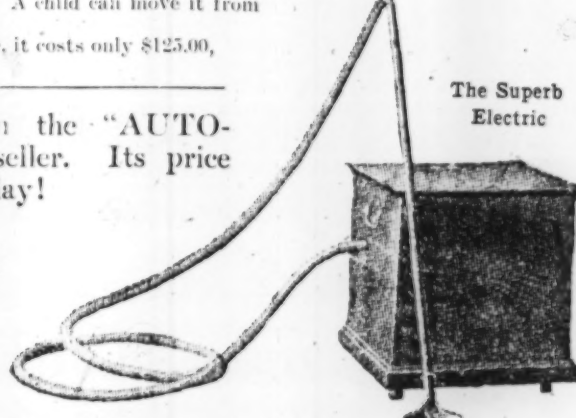
There is plenty of time for you to get your supply of Automatics for Christmas trade if you order now.



Automatic Vacuum Cleaner Company, Bloomington, Ill.

BOSTON NEW YORK CHICAGO  
DENVER SAN FRANCISCO

Address All Mail to  
Bloomington, Ill.



The Superb  
Electric

## STANLEY LIQUID SOAP



A PERFECT TOILET SOAP MADE  
FROM PURE VEGETABLE OILS

The self-evident advantages of the Stanley combination of soap and server put a new charm to the toilet and a new meaning to cleanliness.

A touch of the palm releases just enough pure, fresh, clean soap for service. The server is practical for the bath room, office, schools, churches, public buildings, restaurants, hospitals, factories, etc. A sample and full particulars mailed free upon request.

Stanley Liquid Soap Co.

59 Long Wharf, BOSTON, MASS.

THE N. M. HATCH AUCTION ROOMS,  
3 PARK SQUARE.

## The Old Reliable Auction House of Boston—Established 1870

Regular Sales of Household Furniture, Etc., Every  
Wednesday and Saturday at 10 A. M.

The largest, lightest and best ventilated salesroom in the city, with a floor space of 5500 sq. feet. All goods displayed so that intending purchasers can see just what they are buying.

### CONSIGNMENTS SOLICITED

To those who do not care to take the chance of an auction, or who are leaving town and have not the time to wait for the return, I will BUY outright and pay SPOT CASH. Our Motto: A square deal for all.

## Mason & Bissell Co.

UPHOLSTERERS

And interior decorators; goods packed for shipment; carpet cleaning 3 cents per yard; cash paid for furniture of all kinds, new and second-hand furniture for sale; special bargains in second-hand furniture to reduce our stock. 12 Chestnut Street, Tel. Tremont 323.

## WOMEN'S SPECIALTIES

## WOMEN'S SPECIALTIES

## New Turban Coiffure

THE LATEST FRENCH STYLE OF HAIRDRESSING

French, but sensible and artistic—obtained  
over the

### Hairlight Turbanette

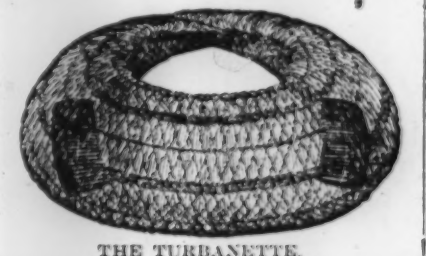
A strong, light, ventilated sanitary pad held in position on the crown of the head by the Patented Combs. It makes a firm support and ANCHORS THE HAIR and SUPPORTS THE HAT without disarrangement. FULL DIRECTIONS for combing hair in

this new style with each HAIR-  
LIGHT TURBANETTE.

STYLISH WOMEN the world  
over are adopting this style.  
Colors, light, medium or dark.

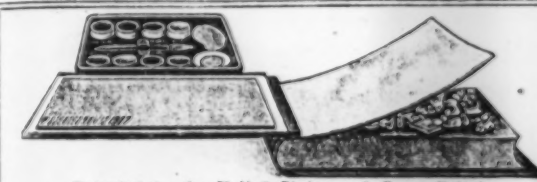
If your dealer cannot supply you, we will send, post-  
paid, for 50 Cents.

Beware Unsensitary Hair Rats



THE TURBANETTE.

AUSTIN-WALKER CO.  
119 KINGSTON STREET, BOSTON, Dept. K.



Patented in the United States and Great Britain

## Ideal Paint-Box-Book

A Combination Drawing and Painting Book and Box of Paints, Ingeniously Joined Together. Every child will be delighted with this Useful, Novelty, Toy Book. Instructive as well as Highly Entertaining. Heavy boards, cloth back, handsome gilt cover. Size 7 1/2 x 10 1/4 inches. Retail price, \$1.00. Sent postpaid.

Best line of drawing and painting books ever published. Representing greatest value for the money. Postpaid, 7c, 14c, 20c, 30c, 75c and \$1.

### IDEAL BOOK BUILDERS.

PUBLISHERS,  
102 LAKESIDE BUILDING, Chicago



120 Different Animals

Moving Picture Circus.

Moving Picture Toddlers.

Moving Picture Babies.

The most entertaining

books ever invented for

children. Movable picture

combinations of 120 differ-

ent pictures in each book.

Clear verses with excel-

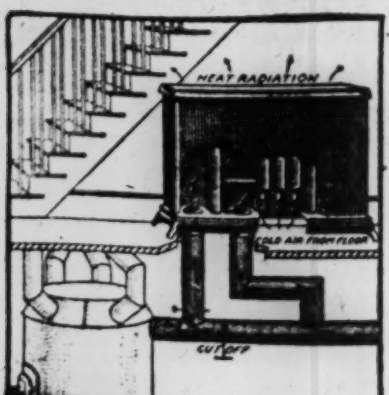
lent pictures in brilliant

colors. Size of book 6 1/2

11 inches. Each 25c, post-

paid.

## Save One-Third Of Your Coal Bill



The above picture shows a Crocker fuel saving radiator connected to the smoke pipe of your furnace or steam boiler, which saves the heat that goes up the chimney. This will heat 1/3 of your house if placed in the hall, and does it from what you throw away. Send for booklet to MARR FUEL SAVING RADIATOR CO., 128 Sumner St., Boston, Mass. Agents wanted.

## WOMEN'S SPECIALTIES

## WOMEN'S SPECIALTIES

## WOMEN'S SPECIALTIES

## WOMEN'S SPECIALTIES

## YOUR ORIENTAL RUGS MAY BE SOILED, WORN, TORN OR UNEVEN

The care of Oriental rugs has been our study for the past fifteen years. We cleanse, repair and straighten them. We restore worn surfaces, weave holes (reproducing the original design and color) and make new edges and fringes. We also pack rugs moth-proof for storage.

Our experience has been ample and varied. We have renovated rugs of all types—from the simplest Turkish door mat to the most exquisite palace carpet. We have had the pleasure of restoring to beauty and usefulness many rare pieces which had fallen into almost utter disrepair through age, neglect or accident. An increasingly large number of customers testify to the excellence of our work.

Booklet containing detailed information, testimonials and price list will be mailed upon request. We call to examine rugs free of charge.

## Armenian Rug and Carpet Renovating Works

Established 1895

Office: 15 TEMPLE PLACE Telephone 1211-2 Oxford Works: 16 WALTHAM ST.



## Weber's Sample Shoe Outlet

564 Washington St.

Room 4, Opp. Adams House

We handle samples and countermands from the leading manufacturers of the country, and being up one flight, our rent is about 1-3 that of street floor. We can save you from \$1.00 to \$2.00 per pair.

We carry all the latest styles and in all leathers, Patent and Gun Metal.

Cloth Top Button, Skating Boots, Storm Boots, Fancy Slippers in all colors. One visit will convince you.

We are also exclusive

Everwear  
Hosiery

Guaranteed against

holes for 6 months,

or new pair given.

Ladies' Cotton, 1/2 dozen, \$2.00; 3/4 dozen, \$3.00; 5/8 dozen, \$4.00; 1 dozen, \$5.00.  
Ladies' and Gents' Silk, 1/2 dozen, \$3.00; 3/4 dozen, \$4.00; 5/8 dozen, \$5.00; 1 dozen, \$6.00.  
Gents' Cotton, 1/2 dozen, \$1.50; 3/4 dozen, \$2.00; 5/8 dozen, \$2.50; 1 dozen, \$3.00.

REMEMBER THE PLACE

## Frank Wistuba Practical Furrier

Furs remodeled, dyed and cleaned.  
Fur garments made to order.  
Room 412, 25 Winter St.  
Tel. Oxford 2632-1, Boston.

## F. HETZER BROS. Furriers

564 Washington St., Room 304  
Remodeled, Altered, Repaired, Re-  
dyed and Made Over.  
(Formerly with DYER, RICE & CO.)  
Telephone 341-1, Oxford.

### Winona Seamless Hosiery

Render you MORE COMFORT and SER-  
VICE than can be procured from imported  
hosiery regardless of price. F. G. WOOD-  
MAN, room 22, 120 Tremont St., Boston.

### FRONT-LACED CORSETS

Custom made, thoroughly up-to-date, giv-  
ing correct lines for the new slender figure;  
silk petticoats, jersey tops. B. W. LOGAN,  
37 Temple Pl., Room 10.

## Millinery Sale Imported Models

Also Exclusive Designs from Our  
Workrooms.

All at Reduced Prices

## The Bouquet

278 Baylison St., Boston.

J. J. GRACE, Prop.



**RATES**  
One insertion, 12 cents a line,  
three or more insertions, 10 cents  
a line.

# Classified Advertisements

Advertisers may have answers sent care of New York Office, Suites 2092-2093, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 168 Michigan Ave.

**TELEPHONE**  
Your advertisement to 4330  
Back Bay, or, if preferred, a rep-  
resentative will call on you to dis-  
cuss advertising

HOUSEHOLD NEEDS

HOUSEHOLD NEEDS

HOUSEHOLD NEEDS

HOUSEHOLD NEEDS

HOUSEHOLD NEEDS

WOMEN'S SPECIALTIES

WOMEN'S SPECIALTIES

## Hewitt's Study and Reference Case

- Place for everything and every-  
thing in its place.
- File for Daily Monitors, Sentinels,  
Journals, and newspaper clippings.
- Book-case and Study-desk for daily  
work, which may be moved with ease  
(on invisible swivel casters) to any  
place desired for study.
- A much needed and useful friend  
for the home and office.



**H. E. HEWITT**  
502 Boylston Street  
Boston, Mass.

Name.....  
Town.....  
State.....

Inspection solicited at MacLachlan's, 502 Boylston St., Boston.

Made up in quartered-oak, ready for shipment to all parts of the  
globe—prepaid east of the Mississippi. Will gladly quote prices  
on same in selected woods. Write for information and reliable refer-  
ences or fill out and mail the above coupon with twenty dollars (\$20)  
and your need will be attended to at once to your satisfaction or money  
refunded.

## Oil of Gladness Mop



The best cotton mop made, saturated with the Oil of  
Gladness, ABSOLUTELY SANITARY, specially pre-  
pared; will retain its absorbing qualities for one year;  
does not dry out. It will pick up the dust and dirt,  
CLEAN and POLISH a HARDWOOD, PAINTED,  
LINOLEUM or WAX floor all at one stroke and renews  
the finish. It is simple but effective, gets down into  
depressions that other methods fail to reach. Saves  
time and labor and gives better results. No scrubbing  
necessary where these mops are used. Special induce-  
ments to those who answer this ad., for a short time  
only. We send a sample dust cloth free for trial. Do not work so  
hard scrubbing and dusting, and, besides, ruin the finish. Try  
our method. THE RESULTS ARE WONDERFUL.

To introduce them, we prepay the express and agree to return  
your money if not satisfactory. We want several in every town  
and city to take advantage of this offer, for every one we sell sends  
another and every one who buys tells another. Write today for  
full information.

**DUNLAP MFG. COMPANY**  
DEPARTMENT T. B.  
BLOOMINGTON, ILL.

## GRAHAM & STREETER

IMPORTERS AND DEALERS IN

House Furnishing Hardware  
707-709 Boylston Street, Corner Exeter  
BOSTON, MASS.

TELEPHONE BACK BAY 404

## THE ORIGINAL ECONOMIC TOP

Patented Jan. 1901.  
MADE OF CAST IRON.  
To fit all 2, 3 and 4 burner Gas Stoves.



ECONOMIC TOP, SAVING GAS,  
FOOD and UTENSILS.

One burner heats entire top and does  
work of two or three. Delivered on receipt  
of \$2.50, with name and No. of range. Live  
agents wanted, with a little cash, in every  
city. Made solely by Gas Stove Imp. Co.,  
211 Washington St., Boston.

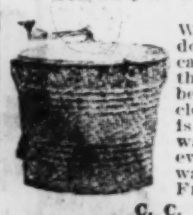
You Need One for Thanksgiving  
Mail orders promptly filled.

Upholstery, Draperies, Repairing  
and Polishing of Furniture  
Have your work done by  
**WILFERT BROS.**

A reliable firm  
(Formerly with the Henry A. Turner Co.)  
All the work we do and the material we  
use is strictly first-class, with the most  
reasonable prices; estimates given. Address  
27 Cambridge St., near Boylston St.,  
TEL. 5122-1 BACK BAY.

101 MASS. AVE. 139 SEACON ST.  
BOSTON. BROOKLINE  
**T. J. CONNOLLY CO.**  
Furnishing, steam and hot fittings, etc.  
Agents for Farrington Floor Finish. Tel.

## Washes in Minutes



What it takes hours to  
do the old way, a child  
can do the washing with  
the Easy Way. Do it  
better and save the  
clothes. The Easy Way  
is the only sanitary  
washer extant, washing  
every article in clean  
water, without change.  
Free trial.

C. C. WARNE,  
2 Central St., Somerville, Mass.

## NEW RUGS

FROM

## OLD CARPETS

Your address brings information.

**BELGRADE RUG CO.**

22 HOLLIS ST., BOSTON.



**WM. BUTLAND & CO.,**  
Dealers in

SMALL WARES and STATIONERY,  
DRESSMAKERS' SUPPLIES.

168a Huntington Ave.,  
BOSTON. LIBRARY.

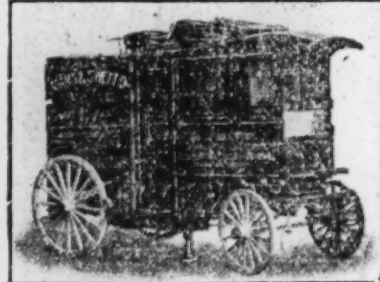
SEWING MACHINES, all makes, for sale  
and repaired; also fittings; tel. Oxford  
1233-1. STERN & CO., 15 Essex St.

## Save Gas



## DEAN'S BOX FLUE HEAT DISTRIBUTOR

Will Cook 6 Articles at One  
Time with ONE BURNER  
Saves Money, Time and Labor  
Made to fit any style or size  
Gas Range. Used and highly  
recommended by thousands.  
Send for booklet. Satisfaction  
guaranteed or money refunded.  
**DEAN HEAT DISTRIBUTOR  
& SPECIALTY CO.**  
30-D N. Second St. Phila.



## ADAMS & SWETT CO.

Carpet Beating

Vacuum Cleaning

Naphtha Cleansing

130 Kenilbe St., Roxbury.  
Telephones Box 1071 and 1200  
Price lists and estimates furnished.

## GASOLINE PUMPING ENGINE

For domestic water supply,  
spraying and power;  
strictly high grade, easy to  
operate. Agents wanted.  
Write.

**BOND BROS.,**  
Spencerville, Md.

## DURABLE RUGS

Made from

OLD CARPETS

We pay the freight.

Write for further particulars.

**LEWIS MFG. CO.,**  
15 Lewis St.,  
Walpole, Mass.

FOR SALE

75 Ash Settees, flat spindle backs, half re-  
versible; all now in use; good order;  
easily sent; five minutes from our office.

**ALLEN TOTMAN CO.,** 90 Canal St., Boston.

THE DAVIS PLUMBING & HEATING  
CO., Sanitary Engineering, J. E. Rockey,  
Sec'y, 117 18th St.; phone Main 7651, Den-  
ver, Colo.

M. A. CARDER

PLUMBING, steam and gas fitting, 53  
Norway St., Boston; tel. 232-3 B. B.

COAL and WOOD—12 bushels kindling  
wood, \$1. RESCUE MISSION, 65 W. Ded-  
ham St. Tel. Tre. 153-1.

HOUSEHOLD NEEDS—ENGLAND.

LETHENTY TEA & COFFEE CO., 13  
Trinity Square, Tower Hill, London, Eng-  
land, invite applications for their Price  
List and free samples.

MUSICAL DEPARTMENT

**MISS RUTH HITCHCOCK**  
TEACHER OF VIOLIN.  
Experienced with Children.  
622 West 17th St.,  
LOS ANGELES, CAL.

DRESSMAKING

## CHRISTMAS Presents



Mailed to Your Friends

THE HOWARD

## Dustless Duster

Last year proved a most acceptable Christmas present. Again  
we are offering the Duster for the holidays in Christmas Mailing  
Envelopes. Send us your request for Christmas Mail Order Sheet  
and have Dusters mailed from our office and save you all trouble.

The Only Chemically Treated Dust Cloth

That can be washed with hot  
water and soap and retain its  
properties until worn out.

## "No Oil to Soil"

Used by forty school boards and col-  
leges, and for sale at twelve  
hundred and fifty best stores.

Look out for the  
**Red Diamond**

Trade Mark

HOWARD

DUSTLESS-DUSTER

Reg. U. S. Patent Office

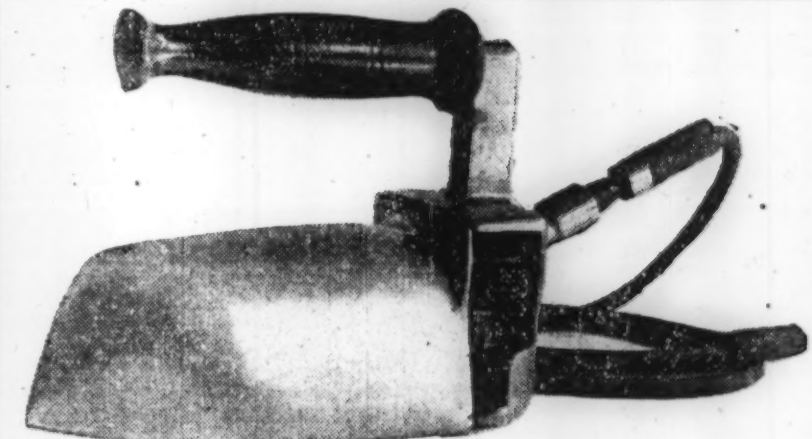
FILL OUT AND MAIL THE COUPON  
TODAY

**Howard Dustless-Duster Co.**  
164-C Federal St., Boston, Mass.  
Send Mail Order sheet to.

Name.....

Town.....

State.....



## CAPELL GAS IRON

Makes ironing a delight. Saves Money, Time and Worry. Costs 1/4 cent per  
hour. A Positive Guarantee. Unqualified indorsement from all who have given it  
a trial. Adapted to use of dressmakers, laundries, tailors and domestic use. Our  
finely illustrated booklet, "To the Woman of the House," free for a postal.

Office and Demonstrating Room, 387 Washington St., Room 706, Boston

G. S. REYNOLDS, General Agent

A DELICIOUS, APPETIZING TABLE LUXURY

## Dixie Brand Peanut Butter

Can be used in the preparation of Tasty and Dainty Salads, Stuffed Dates,  
Candies, etc. Especially desirable for Afternoon Teas and Lunches. Book  
or Recipes sent free upon application. Manufactured by

THE KELLY PEANUT COMPANY

Ask your grocer. 200 State St., Boston, Mass.

WOMEN'S SPECIALTIES



## A SPECIAL from "The Monogram Man"

A Black Seal Hand Bag,  
silk or leather lined, with  
fancy German Silver  
frame and patent clasp  
with German Silver  
Monogram

A Special for \$4.25

J. A. SALMAN, 21 Bromfield St.,  
Room 404, Boston, Mass.

B. A. F. PITKIN

A choice line of Millinery; reasonable  
prices.

WOMEN'S SPECIALTIES—ENGLAND

MRS. PULLAN

The Emporium, 5 Oxford St., Harrogate,  
Yorkshire, is showing up-to-date costumes,  
coats, skirts, etc. for the coming season;  
style and fit guaranteed; prices moderate;  
measures a specialty; a trial solicited.  
Proprietor, MRS. PULLAN.

WOMEN'S SPECIALTIES



SPECIAL—Send this adv.  
with 25c and we will mail  
you, post paid, a jar of the  
famous G. W. Facial  
Cream.

is a superb cleansing cream,  
made of the purest ingredi-  
ents; fragrant, delicate and  
white as a lily. It is deli-  
ciously soft and especially sat-  
isfying after shaving. It is a  
free from fat oils. Mail orders  
filled. Price 25c and 50c. Send for circular.  
SWARON NOVELTY CO.,  
2 Park Square, Boston.

WE INVITE YOU  
TO INSPECT OUR

Christmas Novelties

IN

Neckwear

Art

Jewelry

Aprons

Hdkfs.

Cluny

19 WEST ST.

**GOLDFISH**

Just arrived, a large lot of IMPORT-  
ED FANCY GOLDFISH, which we  
offer at VERY INVITING PRICES. A  
full line of fish globes, aquariums and  
other supplies always in stock.

THE M. D. JONES CO.,  
21 PORTLAND ST.

POTE & SHAW

18 SUMMER ST.

Millinery to the Trade.

Fur and Beaver Turbans made to order in  
all furs after the latest London models.

## Dorothy Vernon



The most exquisite of all perfumes.  
Its ineffable sweetness lends a personality  
and charm indicative of refinement and good  
taste.

One drop creates a charming and lasting  
scent. The odor, resembling no one flower, is  
so delightfully subtle and delicate that it calls  
up thoughts of the combined fragrance of a  
rare bouquet.

The following exquisite Toilet Prepara-  
tions containing the bewitching Dorothy Ver-  
non odor, can be purchased at all Department  
and Drug Stores:

Perfume Toilet Water Sachet Talcum Powder Toilet Soap

Send 10 cents coin or stamps and your deal-  
er's name and we will send you a beautiful  
novelty packet of Dorothy Vernon Sachet.

The Jennings Company, Perfumers, Dept. M, Grand Rapids, Mich.

... THE ...  
**Manhattan Company, Inc.**  
E. A. HURLEY, Phone Oxford 2616  
Pres. and Treas. For all Departments

## Expert Dyers and Cleaners

Feathers—Curled, Cleaned and Dyed.

Gowns—Laces—Trimmings—Dyed and Cleaned

Our Specialty—Absolutely perfect matching of any color,  
in any material.

You are looking for the best—We are looking for success.

Deliveries made just when promised.

18 WINTER STREET, BOSTON, MASSACHUSETTS

## Woodworth's SUPREME Lily of the Valley Perfume

A perfect odor of the finest quality, pos-  
sessing a fresh and lasting fragrance  
unequaled by any other. Perfume lovers  
delight in its use.

75c Per Ounce

HOUGHTON & DUTTON CO., GILCHRIST CO.,  
AND ALL DEALERS.

The C. B. Woodworth Sons Co.

Makers of "Blue Lillies,"

Rochester, N. Y.

Boston Office, 77 Summer St.



## A TWO POUND BOX OF DAGGETT'S DELICIOUS CHOCOLATES

will be mailed to any address in the U. S. upon receipt of \$1.00;  
1b. size 60c, half lb. size 30c, sample 10c.

F. L. DAGGETT CO. **Daggett's** **Chocolates** BOSTON, MASS.

## The PILLOW SHOE

is the synonymous term for abso-  
lute comfort; is stylish; needs no  
breaking in, has no inside lining  
to wrinkle. The entire top  
genuine Vici Kid, soft, plif-  
able, satisfactory. Has  
Rubber Heels.

Many testimo-  
nials from satisfied  
customers. Prac-  
tically sold all over the civilized world.  
Send for free illustrated catalogue.

**\$3.25** Postpaid  
in the  
U. S.

PILLOW SHOE COMPANY,

Dept. E, 184 Summer St., Boston, Mass.

FINE

Tortoise Shell

AND

Ivory Goods

Manufacturers,  
Retailers and  
Repairers

N. C. WHITAKER

7 Temple Pl.,  
Rooms 22 and 23  
Elevator.

BUREAU OF SOCIAL WANTS  
Including Circulating Library.  
Board and Room Registry, 41 West St.



## RATES

One insertion, 12 cents a line,  
three or more insertions, 10 cents  
a line.

## Classified Advertisements

Advertisers may have answers sent care of New York Office, Suites 2092-2093, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 164 Michigan Ave.

## TELEPHONE

Your advertisement to 4380  
Back Bay, or, if preferred, a rep-  
resentative will call on you to dis-  
cuss advertising

## AUTOMOBILES

## AUTOMOBILES

## MEN'S SPECIALTIES

## MEN'S SPECIALTIES

## ARTS

## ARTS

## ARTS

# THE SPITZLI

No. 12 Size  
Weights 6 Pounds  
Lifts 4000  
POUND CAR  
GUARANTEED  
NET PRICE  
**AUTO JACK \$2.50**

## The Biggest Little Thing on Earth

The SPITZLI Jack is the most powerful small jack made. It is a dwarf in size, standing less than a foot high and weighing only six pounds, but it lifts a 4,000-lb. car with the pressure of the foot. This means Giant power in compact form. The SPITZLI Jack is not only strong, but safe and sure. Compound safety clutches fall into place automatically with each stroke of the handle and hold the load without jerking at each elevation. The patent extension ladder is instantly adjustable to any height motor axle. The "reverser controller" reverses the action instantly from lifting to lowering, and the same up and down stroke of the foot accomplishes both. The SPITZLI Jack occupies the smallest tool-box space of any jack on the market, and when folded is only 10 3/4 x 3 3/4 inches in size. It is always ready to give you a lift.

For quick action, strength, compactness and wide scope of operation, it is in a class by itself. Every SPITZLI Jack is fully tested before leaving the factory and is absolutely guaranteed to work every time of your money back. Send for free booklet "C" illustrating 5 different sizes of the Spitzli Jack. Sold by reliable dealers or sent direct from the factory (address below) upon receipt of \$2.50 and 50 cents additional for express charges. SPITZLI MFG. CO. UTICA, N. Y.

## Harvard Automobile Co.

CAMBRIDGE, MASS.

TELEPHONES 144-22412

### Good Cars for Little Money

One 1909 Overland Runabout.....	\$800.00
One Peerless Touring Car.....	650.00
One Jackson Touring Car.....	500.00
One Packard Runabout.....	650.00
One Pennsylvania Touring Car.....	1400.00
One Pope Hartford Runabout.....	1650.00
One Oldsmobile Runabout.....	900.00

### SECOND HAND CARS FOR SALE

#### LINSCOTT MOTOR COMPANY

163 COLUMBUS AVENUE  
CABLESAC Touring Car, 1907 Model, good condition; \$225.  
MAXWELL Runabout, 1908 Model, magneto, searchlights, top, splendid condition; \$375.

REO Runabout, top, good condition, 1906 Model; \$200.  
REO Touring Car, 1907 Model, top and all extras, extra condition; \$425.  
REO Touring Car, 1907 Model, good condition; \$400.

REO Touring Car, 1908 Model, newly painted, top and all extras, splendid mechanical condition; \$450.  
REO Touring Car, 1908 Model, top, extra shoe, \$75 Hoffer speedometer, fine condition; \$575.

REO Touring Car, 1909 Model, new tires, newly painted, top, guaranteed; \$750.  
REO Touring Car, 1909 Model, wind shield, auto top and all extras, nearly as good as new; \$825.

All of the above REO cars have the genuine REO power, which has made REO cars famous.

REO Touring Car, 1909 Model, wind shield, auto top and all extras, nearly as good as new; \$825.

Linscott Motor Company  
163 COLUMBUS AVENUE

### PEERLESS AND PIERCE

Touring Cars  
Limousines and Landaulets to rent, 5 and 7 passengers, by the hour, day or month.  
FRANK MCCANN  
34 CAMBRIA ST., BACK BAY, BOSTON.  
Tel. 496 B. R.

### JEWELRY

#### CROSS and CROWN EMBLEMS

In Brooches, Scarf Pins, etc.  
Diamonds, Watches and Jewelry  
WM. E. LURCH  
3 Maiden Lane, New York, Room 53.

### THEATRICAL AGENTS—ENGLAND

STEWART, LORRAINE  
52 Victoria St., Westminster, London, S. W.  
Theatrical and Concert Agents  
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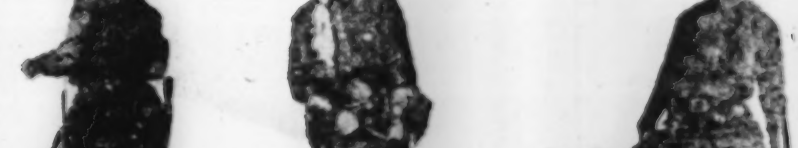
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## ARTS

"NOT FORGOTTEN" "GLAD TO KNOW YOU" "HOLDING MY OWN"  
Series of four western posters. THE COWBOY IN REPOSE. Character Studies in wash drawing. An exceptional Christmas gift. Graciously. Not forgetting to send to Know You. "Holding My Own." Leisure Moments. Size 13 1/2 x 19 1/2. Each poster, printed in color on heavy art stock. Plate Marked. PRICE: SET OF FOUR, \$3.50. Beautifully illustrated Catalogue Free on Request. SET OF FOUR, \$3.50. Sample set of four post cards sent on receipt of 50 cents in stamps. Special inducement to holders on Graciously and Post cards. The best proof of their being true to life is the fact of the enormous sales for the past year. J. R. PARRY, JR., Publisher, Studio Room 19, 1840 California Street, Denver, Colo.

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ESTABLISH a permanent agency in your locality for the most attractive and com- fortable men's and women's shoe ever offered the public. KUSHION KIMPOFT SHOP CO., 110 South St., Boston.

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Only thing of its kind. It has free field wherever it is placed. Removes all stop- pages in pipes, saves plumbers' bills, pre- vents noxious gases. Everyone should want it. Everyone can afford it. Everyone can make money with it. Send for literature. Address: J. E. KENNEDY, 41 E. Park- row, New York City.

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I am a Purchasing Agent for Alaska con- crete and the U. S. army officials located there, and am also a manufacturer's agent for this Northwest country and Alaska, and am on the lookout for anything what- ever that will be of benefit to my trade, as well as myself. Correspondence solicited.  
A. K. KNEASS  
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*Successful Specializing in the  
Department of Dresses, Costumes and Wraps*

THE FINISHED DRESS AND WRAP in its multitude of styles, THE FINISHED GOWN in variety for every occasion and the FINISHED COSTUME for every formal function, now to be found in hundreds of models, ready for immediate wear in Chandler & Co.'s finely appointed modern department of Dresses and Wraps.

The absolute necessity of the modern society woman for gowns and wraps befitting the various occasions of her daily life, the demands of the season of Opera and Theatre, the occasions for dress at receptions, dances and weddings, the parade of beautiful apparel at the fashionable hotels—the requirements for evening and afternoon functions in the home have all combined to multiply the necessity of dress for the individual.

This department places at the purchaser's disposal at any and all times the most beautiful of dresses, the most elaborate of costumes and the most stylish of wraps, designed by the great designers of Paris, made from the finest imported materials, with workmanship of the highest order, at prices one-third to one-half those which the same garments would cost if made to order.

*Chandler & Co. Announce a Great Winter Presentation of Dresses, Costumes and Wraps*





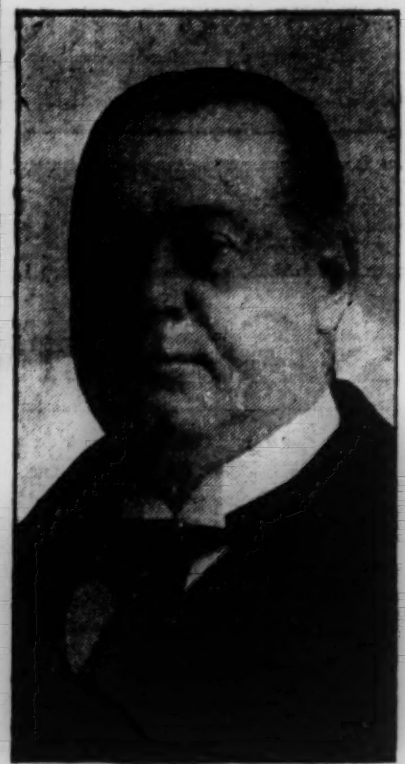


## SENATOR WETMORE EXPECTED TO AID TO BEAUTIFY CAPITAL

Proposed Boulevard From the Union Station Plaza to the Peace Monument on Pennsylvania Avenue.

### HE PREPARED BILL

WASHINGTON—When Congress convenes in December one of the men whom the beautifiers of the national capital will rely for wheel-horse work in securing funds for the practical application of their ideas will be Senator George Peabody Wetmore of Rhode Island, who is chairman of the committee on library, a position of great importance when the subject of art and architecture of the capital city is being considered. During the late session of the national legislature he embodied the aspirations of those who are seeking the embellishment of Washington in the form of a bill, on which a favorable report and action are expected sometime early during the coming session. This is a Senate bill calling for the appropriation of \$3,000,000 or so much thereof as may be necessary, to enable the federal government to acquire 11 squares of real estate lying between the Union station and the north side of the Capitol grounds, and for the construction of an avenue or boulevard from the station plaza to the Peace monument at the foot of Pennsylvania avenue, where it joins the west Capitol entrance. The acquisition of the property specified is for the purpose of harmonizing the environment of the Union station with that structure and making available the best artistic effect of the latter. From the southern edge of the station plaza to the new marble Senate annex building on the north edge of the Capitol grounds stretch several squares of property, both improved and unimproved. The portion now unoccupied was formerly the site of the old Baltimore & Ohio railroad station, which structure has been removed since its functions were merged in those of the Union station. On the remaining portions stand dwelling houses of brick construction, and the grading up of the streets, necessitated in forming the approaches to the station, has brought those thoroughfares in some cases to the level of the upper stories.



SENATOR GEORGE P. WETMORE. Of Rhode Island, chairman of the committee on library in Congress.

Senator Wetmore's bill would make the President, the speaker of the House and the superintendent of the Capitol grounds a commission to acquire this property, by purchase or by condemnation, and to grade, lay out and improve it, eventually making it part of the Capitol and Union station plaza.

## The Mirage of the Arctic Region

In the spring of 1900 I changed over to the steamer Corwin and sailed for the Arctic ocean to establish a trading station somewhere on the northern shores of Alaska, writes Capt. Edward Coffin of the Ziegler Polar Expedition in the National Magazine. Although we went on a purely commercial venture, there was a good deal of talk about the pole during the seven months we spent in almost continuous sunlight.

### KENTUCKY LOCAL OPTION OPPOSED

State Head of W. C. T. U. Says 40 Years' Trial of Law Shows It Does Not Really Prohibit.

LEXINGTON, Ky.—Mrs. Frances E. Beauchamp, president of the W. C. T. U. in Kentucky, is in favor of a statutory amendment to the state and national constitutions as the only way to secure prohibition which does prohibit.

Local option, she holds, is a mistake when advocated by prohibitionists, in that it accomplishes little and prevents the accomplishment of anything looking toward universal prohibition. Kentucky, she says, adopted the first county option law in the country, 40 years ago. It was originally adopted as a compromise between the liquor men and those in favor of prohibition, and she brands it a failure.

### ENGLISH RUBBER FIRM IN GERMANY

The North British Rubber Company (Limited) of Castle Mills, Edinburgh, whose factory employs nearly 7000 hands, has now opened a large office in Berlin in the place of their late German agent, and intend erecting a factory here, to save the prohibitive duties which are imposed to foster the German rubber trade, and which represent nearly 50 per cent of the value, says the London Standard.

Germany is virgin soil for the rubber industry. The rubber shoe trade, for example, is in the hands of the Russians, and so is the rubber sponge trade, which, though small, is growing. Vigorous attempts are being made in the German colonies to raise rubber in order to provide the raw product, but so far German capitalists have been shy of risking their money in this direction. The Edinburgh company hopes that by erecting their own factory in Germany, and by saving the heavy duties which are levied on the finished goods, they will be able to produce fully to compete with the best foreign goods and also secure a share of the German trade.

## FASHION HAS MADE MANY CHANGES OF BOOKPLATE DESIGN

"Ex Libris" Have Reflected in 40 Years the Artistic Desires of the Nations Which Have Drawn Them.

### FIRST IN AMERICA

About 400 years ago very few people could read or write and everything had to be said by word of mouth or by pictured symbols. At first these symbols representing the family name were drawn on a shield-shaped background and supported by allegorical figures or animals. These family labels were placed upon doors of houses, coaches, in manuscripts and later in books, when they became book-labels, bookplates or ex libris although they were not called by these names until about 100 years ago. Later, ornamental borders were added; these borders became ornate; groups of allegorical figures crowded the original coat of arms into a small compass until it often disappeared entirely. By this time, printing had been invented and letters spoke the name of owners in the books which were shortly published, says the Contributor in the Milton (Mass.) Record. Often just the name of the owner was the bookplate, then a printed motto was added to admonish the chance borrower to return property, or advice was given in regard to keeping books. For instance,

"Gentle reader, take me home, I belong to John Marks, 20 Cook street, Cork."

"Book-keeping taught in three words—never lend them." With this touch of the personal which came when mottoes and pictures were added to the family name, bookplates became more interesting. The fashion of overcrowding the design with allegorical figures was short lived. Dwarfs, fairies, Grecian gods, goddesses and heroes of the Niebelungen Lied took the attention away from the most important thing, which was the name, and so worked their own destruction. Men began to have their portraits or pictures showing their favorite haunts or pastimes in connection with their names on their bookplates. Artists like Durer, Cranach, Holbein, Hogarth and Bartolozzi made these pictures exquisitely beautiful and ladies sometimes used them for visiting cards. This latter picture stage of the ex libris brings us down to the present day when historical events, discoveries and the growth of art in a country may be seen by the development of its bookplates.

The first bookplates were made in Germany where, too, printing and wood-engraving had their birth. It was during the fifteenth century—that one Hildebrand Brandenburg had designed for his plate a crudely drawn angel holding a shield upon which was a black ox with a ring in its nose. Another, of about the same time, was a kind of pun-plate, Iglar means hedgehog in German, so Hans Iglar had a hedgehog with a flower in its mouth, to represent his name. Some German bookplates have been designed by great artists and are good work, but the larger part of them, even today, are still rough, carelessly drawn and printed on cheap paper.

Although a Miss Jenkins of Bath, Eng., in 1820, was the first known collector of ex libris England did not produce any specimens of her own until Cardinal Wolsey's in 1820 set the fashion. Once started, the fashion became an important one. When houses and furniture were ornamented with heavy Jacobean draperies all the family escutcheons were decorated in the same style. When Chippendale made the best furniture of the period his slender graceful lines crept into the ornamental borders of the bookplates. New fashions in clothes and customs came over to England from France and the wreath and ribbon decoration replaced the shell-like Chippendale borders. The Celestial style appeared in England early in the nineteenth century and the coat-of-arms which has always been a more or less steady adjunct in English plates, appeared poised in midair surrounded by clouds. Since 1830 a moderated Jacobean decoration has come back. The best ex libris artists of England today are Charles W. Sherborn, G. W. Eve and Stacy Marks.

The most interesting thing about French bookplates is to see the changes wrought in them by the French revolution. Previously to 1793 French plates were accurately heraldic, with embellishments, which although lighter and more fanciful than the influence of the English, were still very formal. After the revolution the family escutcheon was exchanged for the cap of liberty, the coronet for an ornamental flourish and all titles were replaced by the word "Citoyen."

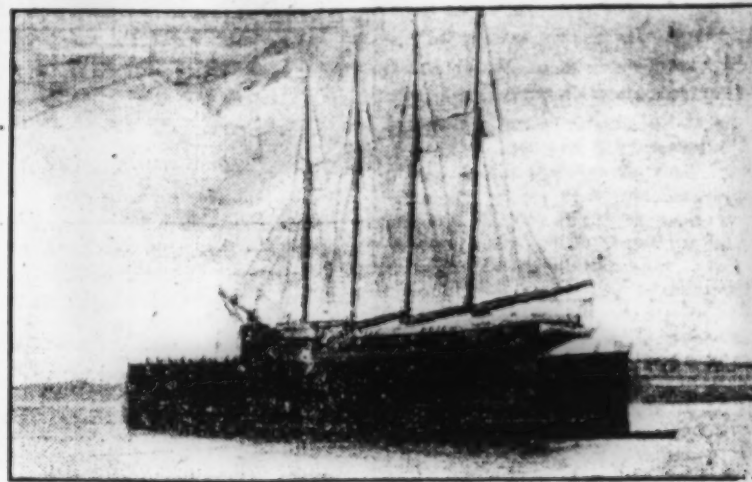
The bookplate generally shows appreciation of the value of books. All our first ex libris came from England, that of Governor Dudley, in 1702, being the first on record. About the time of the revolution Nathaniel Pind, Alexander Anderson, Amos Doolittle and Paul Revere started engraving in America, first fashioning their own plates from old knife-blades and copper money. Of course these first purely American plates were crude, but they are intensely interesting from the realistic idea of the times. John Hancock's plate for Epes Sargent is perhaps the rarest one in America, although that of George Washington, engraved in England, is more highly valued, bringing \$200 when sold, whereas the former brings only about \$75 when procurable. The whereabouts of every existing plate of George Washington is probably known to all well versed collectors.

## Jacksonville, "New York of South," Has Seven Miles of River Front



VIEW OF PART OF JACKSONVILLE, FLA., TAKEN FROM THE ST. JOHNS RIVER.

JACKSONVILLE, Fla.—Although situated 17 miles from the ocean, Jacksonville is reckoned a great seaport. It is a city of water transportation, dockage and dry dock facilities, low freight rates for both the transatlantic and coastwise traffic, having seven miles of river frontage, and a 24-foot channel to the sea. This channel it is that makes the commercial life of the city possible. Jacksonville is on the St. Johns river, in Duval county. The cheapness of its freight rates is an advantage of which the port cannot well be deprived, since the element of water competition is one of the determining factors in the transportation problem. The city has internal communications by means of waterways with other points, as well as being the converging point for four lines of railroad, which assist in supplying its commerce.



FLOATING DRY DOCK, JACKSONVILLE, FLA.

ton factories with material. The city in fact, is situated at the door of supply of raw material.

Throughout the business section "skyscrapers" of the 10, 11 and 12 story variety have been erected, and the public buildings are superior in character to those of many larger cities. The population of Jacksonville is conservatively estimated at 65,000 with a transient population of many thousands during the winter months, when every tourist who visits Florida comes to the city on account of its importance as a railroad center.

The Jacksonville board of trade, which has a membership of more than 600 energetic citizens, occupies its own palatial building and is active in promoting the interests of Jacksonville, known as the "New York of the South."

## WIRELESS SYSTEM TO CONTROL TRAINS THE LATEST DEVICE

New Plan of Block Signaling Proves Successful at a Remarkable Test Recently Given in the West.

### WORKS FOR SAFETY

A new wireless system of block signaling and train control has followed upon the heels of wireless telegraphy and is founded on the same basic principle. This system, says Popular Mechanics, has dispensed with signal posts used by practically every other system. Hertz discovered that electric oscillations produced in a common circuit create a disturbance called an electric wave in the surrounding ether. This—the principle of wireless telegraphy—has furnished a medium to span the gap between the rails and a moving train, and is something inventors have long sought.

This new system is practicable for both steam and electric lines. Naturally, to make this connection between the train and track there must be two parts to the system, one on the track and another on the train. The connection is made thus: A generator at the end of each block generates an electric or wireless wave and sends it continuously along a wire laid on the ties midway between the rails.

These waves can be controlled and are confined to the area of the track. Hence the space above and between the rails is constantly filled with radiations of the electric wave, and it may easily be seen that a train going over this block of track with an apparatus to catch the impulses of the wave will make a connection between the moving train and the track.

For this purpose the train is provided with a pair of parallel rods, called antennae, about eight inches above the rail, which receive the wave impulse and carry it to a device in the engineer's cab, which has automatic control over the train. This connection is made and broken twice each second by two revolving coherers and sends an "All's well" click to the engineer each time. This condition continues so long as the block ahead contains the train.

The moment one train or train approaches another on the same track, within a prearranged distance, the waves cease, the steam is shut off and the air brake is applied automatically, at the same instant a whistle in the cab sounds and the train comes to a standstill, regardless of the engineer's condition.

Should the system get out of order, or be tampered with, the train stops and the whistle blows. The engineer may start the engine and run along under control after a complete stop has been made, but the whistle continues to blow until the trouble is remedied or the track ahead is cleared, as the case may be. The device which controls the engine automatically occupies a space of only two feet square in the engine cab.

A test was recently made for the benefit of railroad experts, on an interurban electric line running out of Chicago. Two large electric cars were headed toward each other, on a single track, and brought up to a speed of 30 miles an hour each. The front platforms were unoccupied, the motorman being seated inside the car.

In this case the blocks had been arranged so as to allow them to approach within a few feet at a point immediately in front of the spectators. At a speed of 60 miles an hour the cars drew together, and a tremendous smash seemed inevitable, but at the critical moment the power was cut off, the air brakes did their work and the cars stopped only a few feet apart.

## GINSENG PLANTS LONG IN GROWING

Ginseng seeds are worth 1 cent apiece or from \$80 to \$100 a pound, says a writer in Outing. Dried root is worth \$6.25 a pound.

When first growing from the seed the ginseng plants have two forks or stalks and one leaf on each stalk. The second year it adds another leaf on each part and the third year the plant grows in three parts with three leaves on each part and this year a seed ball forms.

The average plant produces from 50 to 60 seeds and sometimes goes as high as 100 seeds. Wild plants yield better than cultivated.

It takes five years to grow the root from seed for market and eighteen months to germinate the seed for growth. There is more cultivated root now on the market than wild. The plants are found on high, dry land in the woods and never in swampy places.

## FLORIDA A STATE OF USEFUL TREES

A Desire Is Noticed to Introduce Some More Varieties, Including the Fast-Growing Eucalyptus.

Florida has perhaps more useful trees growing within her borders than any other state in the Union—a greater variety, says the Florida Times-Union. But there is a general desire to introduce more, as the soap berry, the tallow tree and the eucalyptus.

An addition to the discussion of the latter, a tree which is very valuable because it has the unusual quality of growing with great rapidity yet furnishing a hard and durable wood, is furnished by a letter to the editor of the Florida Fruit and Produce News by E. E. Thompson of Avon Park.

Mr. Thompson says, in part: "Eucalyptus trees were first planted here about 1894.

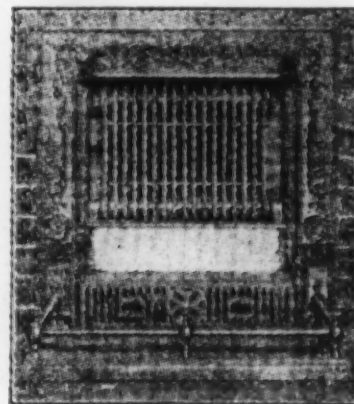
## CABIN OF HERMIT WONDERFUL SPOT

YARLEY, Pa.—James Willis, the hermit of Willis island, in the Delaware here, recently celebrated the twenty-fifth anniversary of his habitation there. He has entertained at his cabin more than 2000 prominent visitors from all parts of the country. Mr. Willis requires every visitor to register in a large book, after which the guest is obliged to partake of generous hospitality.

Mr. Willis was a business man in Philadelphia 25 years ago, and, coming here for a few weeks' vacation, was impressed especially with the island, which was then a wilderness. Today it has a very different appearance and the cabin in which he lives is fitted up with every modern convenience, all the work of the owner.

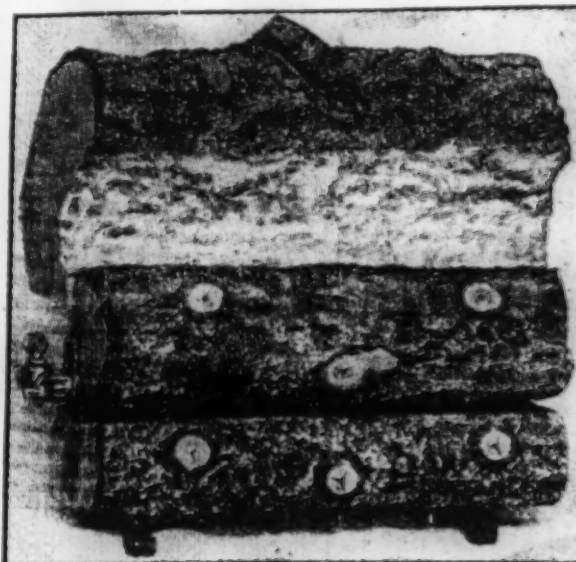
The place is secretly wired. Electricity opens the doors, closes the windows, operates fans to make breezes, and many are the jokes played upon his visitors by Mr. Willis, for not even a book can be picked up without feeling the presence of an unseen force.

## The Mead Gas Steam Radiating Heaters



CONTAINING 20 feet of radiating surface, with vapor vessel attachment, assuring moist steam heat. Economical in operation. No dust, ashes, soot or other annoyances. Gas combustion absolutely odorless. Made to fit standard size fireplace openings. Finished in various colors. The newest and best heater made.

## The Mead Odorless Gas Log



A PERFECT GAS LOG for an open fireplace. The lower log represents a vapor vessel attachment, which assures a moist heat in the room. No flue required. No soot or gaseous odor. An excellent Heater. Handsome and unique in design.

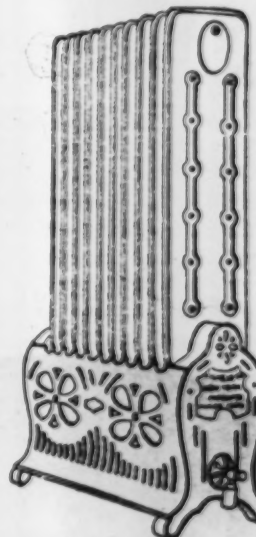
### Conveniences

No coal to carry  
No fires to build  
No kindling  
No dust  
No ashes  
No soot  
No odor

### Savings

Saves chimney and flues  
Saves carpets  
Saves furniture  
Saves work  
Saves trouble  
Saves money

## The Mead Portable Type Heater



STEAM HEAT WITHOUT PIPING OR BOILER GAS FOR FUEL.

Write us for descriptive catalog of our full line of Gas Heating Appliances and Odorless Gas Logs.

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Dull Blades  
Away -  
Strop  
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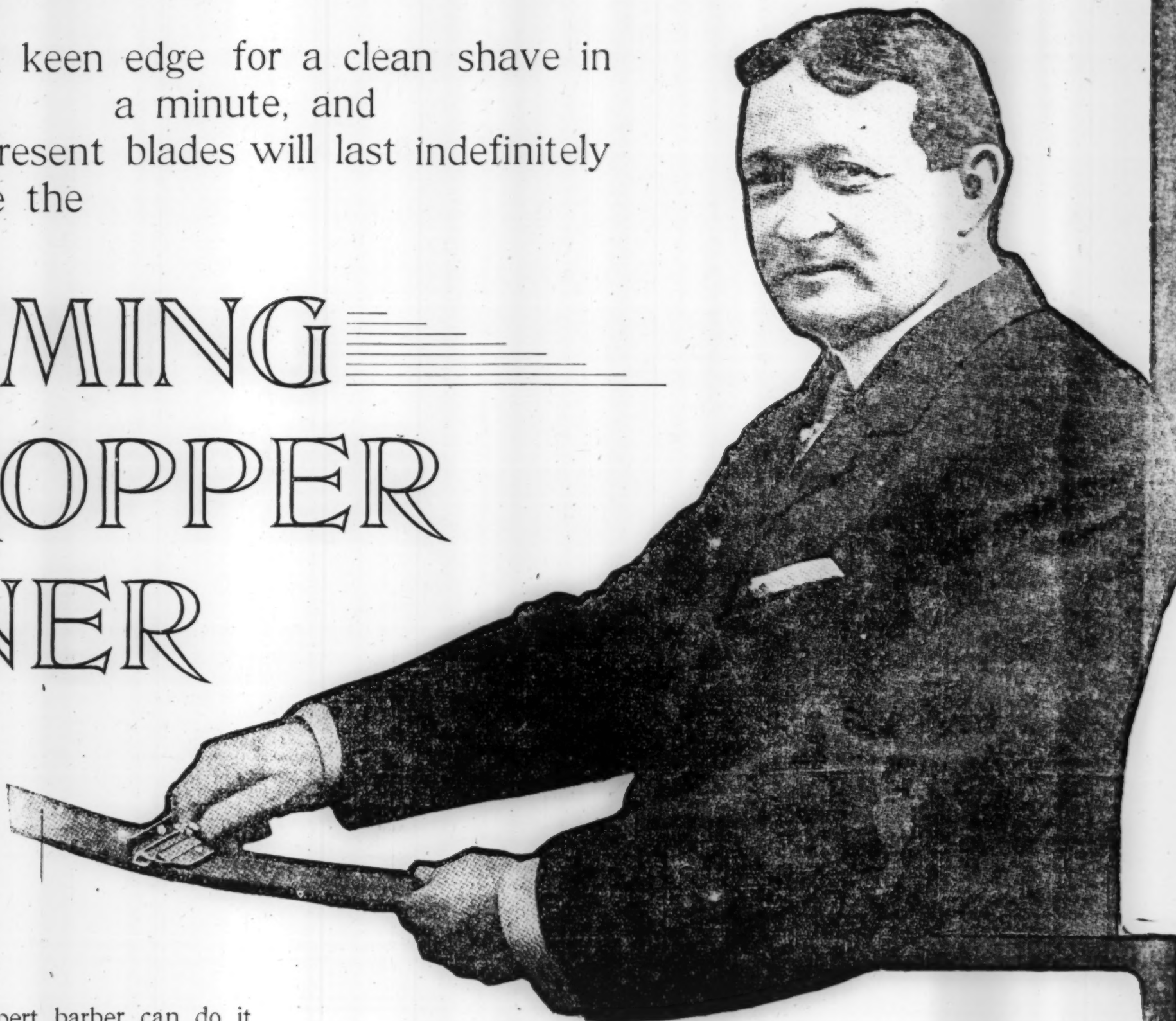
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EVERLASTING  
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A keen edge for a clean shave in  
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your present blades will last indefinitely  
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We will send the *FLEMING STROPPER and HONER* \$2  
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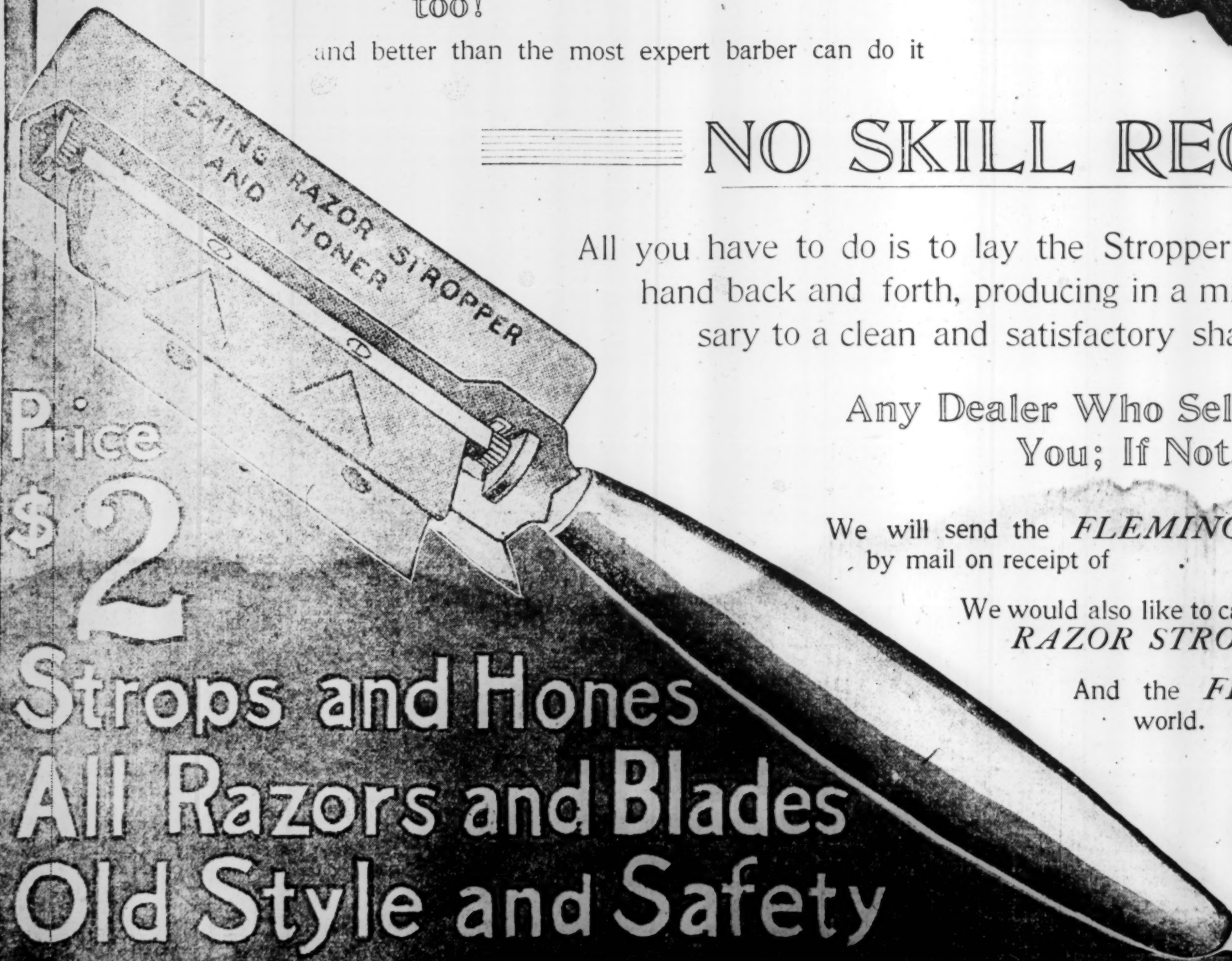
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Strops and Hones  
All Razors and Blades  
Old Style and Safety



"How did you make this  
**Delicious  
 Pea Soup**  
 so quickly—we have been home only a few minutes!"



*The Answer Was Easy:*

With Dart's Green Pea Soup Flour you can serve your family a thick, rich, appetizing Pea Soup any time you like—if you take advantage of our **SPECIAL OFFER** and send in the coupon printed below.

What's the use of doing all the work of soaking, boiling and straining peas for soup, when it can be done for you by machinery better and cheaper than you can possibly do it yourself?

**Dart's**  
 TRADE MARK  
**Green PEA SOUP Flour**

Yellow Pea,  
 White Bean,

One of Five  
 Different Kinds

Lentil, Black  
 Turtle Bean

Dart's Pea Flour is simply the actual food part of the finest, selected, ripe green peas. Absolutely nothing else—just the rich, wholesome food part. The tough, fibrous skins are separated from the kernels and blown away, together with every particle of impurity, dust and moisture, which makes it keep perfectly in any part of the world.

This wonderful Pea Soup Flour is a new thing; made possible during the past year by the invention of ingenious machinery for drying, cleaning and grinding peas. It is

**NOTHING BUT PEA MEAT**

A surprisingly rich and wholesome food for every member of the family. A convenience and an economy in the kitchen.

No additional stock or meat required. By adding water to a single tablespoonful, seasoning and boiling half an hour, you can make three full plates of

**THE MOST APPETIZING SOUP YOU EVER TASTED**

(FULL DIRECTIONS WITH EVERY PACKAGE.)

**Economical** as well as quick and easy to make. For 10c in silver or stamps, we will send you a trial package, sufficient for 12 full plates of thick, rich Pea Soup. You will always have it in the house when you learn how good it is. Send in the coupon printed below and judge for yourself.

**Dart Cereal Co.**

105-109 Hudson St., New York

**Here Is the Coupon**

**SPECIAL  
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Send Either a Dime  
 or Stamps  
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Dart Cereal Co.  
 105 HUDSON STREET,  
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Enclosed find 10 cents for which please send me postpaid, a trial package of Dart's Green Pea Soup Flour.

Name .....

Address .....

City .....

Please add your Grocer's name

**Cut It  
 Out  
 NOW**

Put in Your Name and Address  
 and Mail it to Us at Once



Full assortment of the five kinds, large size packages, express prepaid, for \$1.00.

# Traffic Changes Are Now



**NEW GRAND CENTRAL STATION, NEW YORK CITY.**

The structure which is replacing the old Forty-second street edifice will have four levels and a trackage of 27 miles. The mural decorations will include an immense map of the world.

(Continued from Page One.)

brick. It is to be 680 feet long and 300 feet wide; the combined length of the concourses on both track levels will be 895 feet. Above the upper concourse will be the galleries and the whole will be under a dome 115 feet high, supported on arches filled in for the most part with glass, and 100 feet high.

The main feature of the mural decorations will be an immense painting of a map of the entire world, for any nook or corner of which the traveler beholding it may start from that station, and many of the points of which he may reach without going out of doors or stepping foot upon the ground.

It is clearly to be seen that the race to get the ocean mails across to and from Europe is the underlying cause of much of the activity that is changing the appearance of New York city, just as the desire to rush the continental mails through furnishes the chief remaining motive. It is this same purpose of saving a day in the transatlantic passage of the mails that animates the ocean racing to approximate a four-day voyage. Whether or not the limits of speed of the turbine engine have been reached, it is difficult to say, but doubtless there are limits to the speed that the ocean greyhounds can make. When that is done, however, the last word in regard to quick transatlantic voyages has not been uttered, for full advantage has not been taken of the opportunities offered by the land lines for the saving of time.

Just as the Fishguard stop has been utilized to save a few hours on the English end of the Cunard run, so Long Island, with its natural harbor at Montauk, offers facilities for a mighty stroke

of economy at this end. When the Pennsylvania bought the entire Long Island railroad system it was explained that the management desired a grade terminal for its Hudson river tunnel systems, which it could secure only by taking these systems across Manhattan, under the East river, to Long Island City.

There is a number of purposes which the Pennsylvania can subserve by the ownership of the Long Island system. One possibility, however, is so obvious that it cannot have escaped the attention of the Pennsylvania management even if it had not been conceived years ago by Austin Corbin, who took preliminary steps to put it into operation. An ocean steamship could clip about four hours from its voyage if, instead of standing up the harbor to New York it were to put in at Montauk, where it could delark its passengers to be whisked to the city overland by a fast train. While this spectacular saving of time might be of real advantage to an occasional passenger, the value of thus saving several hours to the mail service would be indubitable. A railroad could bring both passengers and mails up the length of the island to the city in two hours, and the Pennsylvania tunnels would make through passage from the steamship, both for the mails and the passengers, to Philadelphia, Cincinnati, Chicago and Minneapolis and other western points, possible. Not alone this, but the process of sorting the through mails could be continued aboard the train, neither the sorting nor the moving being interrupted for an appreciable length of time. Thus the work of the seapost would be continued all the way inland, the functions of the postoffice being discharged while the sacks were being

ing hauled rapidly toward their points of destination.

The building of the Pennsylvania tunnels under the East river was a much more difficult task than the construction of the McAdoo tubes under the Hudson, the geological formation of the bed of the East river being such as to seem at one time to prevent the establishment of any avenue of communication through its rocks and quicksands, between Long Island and Manhattan. However, the perseverance of the Cassatt management of the Pennsylvania conquered, and on the same day that the last stone was laid in the Pennsylvania station, the first of the tubes under Manhattan and the East river was completed. About the same time land was purchased for some of the approaches of the Pennsylvania railroad's bridge across Hell gate, connecting Long Island with the mainland.

This bridge, which is to be the longest railroad bridge in the world, is to have one terminal at Mott Haven, where the New Haven road already has a terminal. The structure will result in bringing Pennsylvania, the South and the Northwest into contact with New England and Canada, by bringing the two railroads together. As the plans for the tunnel system contemplate connecting Staten island with the Jersey shore eventually, there is an engineering possibility that the Narrows between Staten island and Long island will likewise be either tunneled or bridged, so as to afford direct communication by rail between the Jersey terminals and Mott Haven, thus closing the gap in the freight routes between the southern territory and New England. At present the freight cars have to be ferried around Manhattan, 14 miles, to the New Haven

(Continued on Page Five, Column One.)

## Philadelphia Holds a Strong Lead Over Other Cities in the Output of Certain Manufactures



**VIEW OF SOUTH BROAD STREET, PHILADELPHIA.**

In the distance is seen the city hall, surmounted by a statue of William Penn, who founded the city in 1683. The two hundred and twenty-fifth anniversary was observed by a week's celebration.

**Representative Men Meet to Discuss Means of Industrial and Commercial Development.**

**IMMENSE PRODUCTS**

PHILADELPHIA—Representative men of Philadelphia recently held a conference at City hall for the discussion of the industrial and commercial development of the city and port, and the movement promises a united effort by business and other interests to give Philadelphia a strong push ahead.

There are only four cities in the United States—New York, Chicago, St. Louis and Boston—in which the total value of all manufactured products exceeds that of Philadelphia's textile industries alone. Philadelphia, with an output valued at

\$17,000,000, ranks fourth as a cotton manufacturing city, being surpassed in the value of its products by Fall River, New Bedford and Lowell.

While Philadelphia is far behind the New England cities in the manufacture of cotton piece goods, it produces more of the finer cotton fabrics, such as tapes, trices, lace and lace curtains, than all the rest of the United States. Ninety per cent of the tapestry and nearly 80 per cent of the lace produced in the United States in 1904 was made in Pennsylvania, and nearly all of this was manufactured in Philadelphia.

Philadelphia leads all other cities in the manufacture of hosiery and knit goods, producing over \$15,000,000 worth, or more than twice that of New York, the second in the value of production.

In the manufacture of woolen goods, including yarns, Philadelphia exceeds all the cities with an output valued at \$12,000,000.

The foremost influence in trade circles

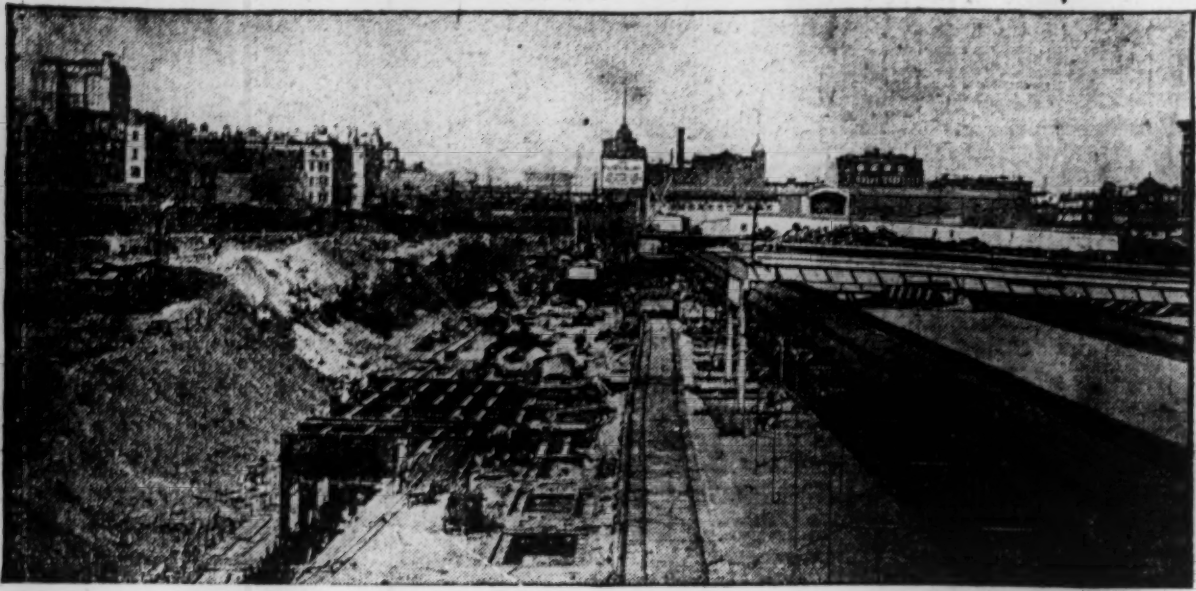
is the Manufacturers' Club, founded some 20 years ago, whose scope has been widened and it now stands for all the manufacturing and mercantile interests. The club building is at the northwest corner of Broad and Walnut streets, formerly the Bellevue Hotel.

Philadelphia has splendid shipping facilities. The Broad street station of the Pennsylvania railroad has for years been a model for railroad buildings. The Market street station of the Philadelphia & Reading railroad is one of the greatest. This road alone has upward of 25 freight stations in Philadelphia.

A real "city of homes," Philadelphia has now a population of 1,300,000, and it is spreading out in all directions. Not alone is it making progress in material things, but it maintains that it is second to no city as a musical center, supporting a fine opera house, also its Academy of Music, an immense orchestra and numerous musical societies and choruses. Its educational advantages are excellent.



# Remodeling New York



OPERATIONS ON THREE LEVELS IN GRAND CENTRAL YARD, NEW YORK.

Making excavations for additional tracks and structures, imposing concrete on new steel work, and carrying on the Central's great traffic without interruption.

(Continued from Page Four.)

terminals at Mott Haven, a point which the great bridge will reach.

The McAdoo tube system contemplates tunnel communication, not only, as stated, between New Jersey and Staten Island, but between Staten Island and Manhattan, thus bringing the forms into immediate land communication with the business district of the city. The down-town tubes of the McAdoo system have their entrance at the gigantic terminal building of the Hudson & Manhattan Railroad Company, situated on the North river waterfront, in Church street, between Fulton and Cortlandt streets. This building is credited with being the largest office building in the world at the present time. There is a subterranean connection with the subway at Dey street. These tubes connect New York with a suburban territory 380 miles in area, 20 per cent larger than the whole city of New York, and 18 times as large as Manhattan. The up-town tubes have their entrance at Christopher street and are continued to the Pennsylvania station. A franchise was obtained about the time the tubes were completed for a subway from the Sixth avenue and Thirty-third street tube station to the Grand Central station, expected to be completed Jan. 1, 1911. This will provide accommodation for passengers to and from the trains of the New York Central, and the New York, New Haven & Hartford, the Interborough company's subway, to all parts of the city and the Steinway tunnel to Long Island.



NEW YORK'S DOWN-TOWN TUBE TERMINAL.

The gigantic structure of the Hudson & Manhattan Railroad Company occupies two blocks of property, can accommodate 12,000 tenants, and has station of the McAdoo tunnel in the basement.

## ATLANTA SPRING NUCLEUS OF PARK

Flowing Waters of Ponce de Leon Thirty-five Years Ago Constituted City's Only Pleasure Resort.

ATLANTA, Ga.,—Gordon Noel Hurler writes of Ponce de Leon spring of this city, in the Constitution, as follows:

Thirty-five years ago Atlanta's only pleasure resort was Ponce de Leon spring and it was not then the beautiful spot it is today. In 1874 the spring was a fountain of pure, pushing water located at the foot of a hill, far out in the suburbs of Atlanta. It was not reached at first even by a horse car line, but only country roads led to the resort. Later a solitary horse car line was built to the spring through the woods and this was before Ponce de Leon avenue was opened up.

The spring was named after Juan Ponce de Leon (pronounced Pon-the-da-Don, with the accent on Pon and on the last syllable, "on"), a celebrated Spaniard, who was born in 1469, of an ancient family.

A few years ago the spring and the adjacent property were purchased by a syndicate and converted into the now noted Ponce de Leon park. It is today reached by a number of trolley car lines.

About 15 years ago there was built at Ponce de Leon park across the avenue a large lake. Subsequently the lake was filled in and the ground used for what is now Atlanta's baseball park.

## BRITISH COLUMBIA AS DAIRY COUNTRY

Council General George N. West, writing from Vancouver, gives some facts relating to the dairy industry of British Columbia, secured from officials. The butter made in the province in 1908 amounted to 1,846,977 pounds, the selling price averaging 34 1/2 cents per pound; cheese, 179,500 pounds, averaging 13 1/2 cents. The value of the dairy produce last year was \$3,100,000. In addition to this consumption, the province imported about \$3,000,000 worth from eastern Canada.

## HUGE POPULATION OF WHOLE EARTH

It is probable that the population of the earth has doubled since 1800, says the St. Louis Post-Dispatch. No one knows within 10,000,000 of what it is in 1909, but no doubt the figures just published by B. L. Putnam Weale are as good as any other. He gives a grand total of 1,685,000,000. Of these only about a third, or 540,000,000, are white, with 86,000,000 in North America and 453,000,000 in Europe.

## GREATER NEW YORK SCHOOLS OVERCOME CROWDED CONDITION

Report of Board of Education Shows Substantial Decrease in Number of "Part-Time" Students.

### NEW BUILDINGS AID

NEW YORK—The ranking of the public schools of this city is universally conceded to be high. It is therefore not upon any raising of the general standard that those interested in local education are now congratulating themselves, but upon the amelioration of the "part-time" condition which has long been the most serious obstacle to the local spread of education.

In the city of New York the schools are crowded to their utmost, which necessitates a great amount of part-time study that appears to be unavoidable because of the lack of room. That this condition is gradually bettering itself with the opening up of new school buildings is seen from a recent report of the board of education which indicates a decrease of 22,225 in the number of part-time students in five boroughs.

In considering the number of school buildings, it may be stated that the boroughs of Manhattan and Brooklyn have the same number of elementary school buildings and annexes, 167; Bronx has 49; Queens has 91 and Richmond 35. Brooklyn has 13 high schools and annexes and Manhattan has nine. Manhattan sites cost \$20,119,742.99, and those of Brooklyn \$5,932,981.31, and the buildings cost: Manhattan, \$32,347,799.53; Brooklyn, \$27,220,858.73. For the five boroughs, the cost of the sites was \$29,255,136.72, and that of the buildings \$77,341,556.67—a total cost of \$106,596,693.39. The equipments of these buildings cost \$15,808,985.67, and the total cost of sites, buildings and equipment was \$122,405,679.06.

To maintain these buildings the repairs and renewals cost, in 1908, \$1,289,887.69, and the care of buildings, supplies, fuel, etc., \$2,001,458.69.

The daily attendance in the elementary schools was 540,388, the instruction costing \$17,080,974.78 and the supplies for pupils \$1,072,820.09, a total of \$18,153,794.87. The cost per unit being \$23.59, an increase of seven cents per pupil over 1907.

In the high schools the daily average attendance was 24,555, and their instruction cost \$2,206,506.51; their supplies \$190,562.73, and the cost per pupil was \$97.62—\$11 less per capita than the previous year. The training schools for

## MOVING PICTURES OF POULTRY FARM

United States Department of Agriculture to Show by Aid of Films How to Raise Chickens.

In connection with the New York state department of agriculture the United States department of agriculture is arranging to give a series of moving-picture exhibits of how to conduct a poultry farm.

Several thousand feet of films have been taken at the poultry farm here, and if the experiment is a success more complete pictorial accounts of the work that is being done here will be secured.

Moving pictures were taken of the poultry course students at work at the various poultry houses, feeders, incubators and machines, and a panorama of the entire college poultry farm, with its thousands of fowls of all kinds, was made. It is believed that they will be of especial educational value at county and state fairs.

## JAPANESE SELL RUSSIAN STAMPS

Among our good neighbors the Japanese nothing is wasted; out of all and everything they endeavor to extract benefit, says the Kharbin Yvestnik. Thus, for example, during the Russian-Japanese war the Japanese secured more than 1,500,000 rubles' worth of Russian postage and revenue stamps abandoned in various postoffices, branches thereof and sundry other establishments. Now the enterprising Japanese are trying to dispose of these stamps among Russians. For this purpose they have special agents who offer them to Russian arrivals for half their value.

teachers received \$206,175.63 to educate 1782 pupils, the average cost per pupil being \$115.69—a reduction of \$10.58 per capita.

A number of school sites have been purchased but not yet built upon. Of these there are 80, divided as follows: Manhattan, 13; Bronx, 10; Brooklyn, 34; Queens, 4; Richmond, 9. Many of them are in localities where no schools are needed, even if the money were on hand for construction. In addition to the 80, there have been authorized within the past year, two more in the Bronx, three in Brooklyn, and six in Queens. Title has been acquired to but one of these last 11, but condemnation proceedings or negotiations for private purchase have been begun. The sum of money already taken out of the city treasury for unused sites has exceeded \$4,200,000.

NO SMALL CHANGE IN ALASKA. No pennies, nickels and dimes go to Alaska. Nothing can be bought in the Klondike for less than 25 cents.

# A New "Century" Dictionary

20th Century Limited—is the name of the fastest long distance train in the world which makes the run daily each way between New York and Chicago in 18 hours and between Boston and Chicago in 20½ hours via New York Central Lines—"America's Greatest Railway System," and "saves a business day" to thousands annually.

Its performance and prominence have created a new idiom in the English language. "20th Century Limited" is continually used by writers of English all over the world as a synonym for speed, safety, up-to-dateness, fame, class, prestige, perfection, comfort, magnificence, reliability, certainty, dignity. A few illustrations are given herewith:

best (adj.): This aristocratic potato (the Carbondale) is served on the dining cars of the 20th Century Limited.

—News Item in the Denver Republican

certainty (n.): It is the business of the efficiency engineer to eliminate wastes, just as certainly as the 20th Century Limited can make the Chicago-New York run in 18 hours.

—Editorial in the Engineering Magazine

class (n.): The 20th Century Limited—that aristocrat among trains.

—Chicago Evening Post

climax (n.): The 20th Century Limited is supposed to be about the climax of railway excellence and speed in this country.

—Atlanta Journal

comfort (n.): The 20th Century Limited makes the journey from Chicago to New York in 18 hours and the night hours are passed in a sleeping berth all but as comfortable as a luxurious bed.

—Illustration used in an article on "The Modern Pullman," by "G.W.H." in Los Angeles Times.

de luxe (n.): The most gorgeous of these trains de luxe is the 20th Century Limited on the New York Lines.

—London Financial Times

different (adj.): The business of producing plays successfully to-day is as different from the similar business of yesterday as the 20th Century Limited is different from Thomas DeQuincey's English stage coach.

—Glenn Davis in "Building a Play" in Success Magazine.

economy (n.): When a man goes to New York to buy he realizes that he is a high-priced man—that time is money and that above everything he mustn't waste time. He takes the 20th Century Limited.

—Article on the Modern Buyer in Cleveland Plain Dealer.

evolution (n.): Watts was curious about the steam that came from his mother's kettle and the 20th Century Limited is one of the results of his gratifying curiosity.

—Editorial on "Curiosity" in New York Journal.

fact (n.): Seven league boots were imaginary, but the 20th Century Limited is in action and the airship at hand.

—Editorial on "Magic" in Celler's Weekly.

famous (adj.): With due respect to competitors and other roads it may be said that the 20th Century Limited, of the New York Central Lines, is probably the best known train name in the country.

—Chicago Examiner

fast (adv.): "He is as fast as the 20th Century Limited and a 'heady' player."

—Rev. W. A. "Billy" Sunday's estimate of right fielder Ty Cobb of the Detroit American League team in Celler's Weekly.

honor (n.): Yet in this country the famous 20th Century Limited running between New York and Chicago over the New York Central Lines travels more than four times as far as the crack British train—making the distance of 977 miles in 1080 minutes. It seems fair enough therefore to claim the long distance honors for American roads, which have progressed in the matter of speed much faster than have the roads of England.

—Editorial on "Speed on Railways" in Oshkosh Northwestern.

incomparable (adj.): As the 20th Century Limited is to Weston the walker between New York and Chicago.

—Smile in New York Telegraph in article on Miss Annette Kellermann, the diver.

modern (adj.): "To ask you to adopt the ancient tariff for revenue only system instead of the modern double tariff system is like asking you to take an old time stage coach to New York instead of trains like the 20th Century Limited."

—Senator Beveridge in a tariff address at Chicago.

national (adj.): The 20th Century Limited campaign.

—Common designation of the recent campaign for the election of President Taft on account of the frequent trips between New York and Chicago made on this train by Mr. Hitchcock, Chairman of the Republican National Committee, now Postmaster-General.

rapid (adj.): Snatching at immortality is too much like clutching at the 20th Century Limited as it goes whizzing by in its flight.

—Alfred Henry Lewis in the New York American.

reliability (n.): The new method is to leave San Francisco on the minute and arrive in New York on the 20th Century Limited also on the minute.

—Engineering World on transportation progress.

Siamese (n.): Siamese of the Rail.

—Name given to the double sections of the 20th Century Limited by a widely published illustrated newspaper article.

speed (n.): The office faded in her flight like a telegraph pole marking the flight of the 20th Century Limited.

—Reporter in contemporaneous news story in the New York World.

Get on the 20th Century Limited and get off a story with each mile post—humor by the clock.

—Satire in the New York Sun on fast story telling.

The 20th Century Limited would have to run without stopping for 479,000,000 years in order to travel to the North Star.

—Current Article on Astronomy

With that big plank coming along behind me like the 20th Century Limited.

—Smile used by workman who fell 120 feet into the East River in interview with New York Times reporter.

standard (adj.): The people of Albany set their watches by the 20th Century Limited.

—James J. Jeffries in interview with New York reporter.

startling (p. adj.): A member of the Club dressed as a Pullman car porter came into the banquet hall and shouted that the 20th Century Limited was about to start for Chicago and that all passengers must get aboard. This so completely stumped Mr. Hitchcock (present Postmaster-General) who had to make so many trips during the campaign on this train—that he could not make a speech.

—Telegraph report of Giddison Club frolic in Boston Herald.

sumptuous (adj.): A rolling Club house—the most sumptuous and fastest train in the United States.

—Article in Soleil, Paris, France

well-known (adj.): Let us see how they stand at the termini of the 20th Century Limited.

—John Temple Graves' designation of Chicago and New York in the New York American.

whirlwind (n.): Luxurious whirlwind.

—Name given to the 20th Century Limited by correspondence in the Houston Chronicle.

Is there a train to dispute its title of Sui Generis—"the only one of its kind"

Leaves South Station, Boston ..... 1:00 P.M.

Leaves Trinity Place, Boston ..... 1:04 P.M.

Leaves Grand Central, New York .... 2:30 P.M.

Arrives Chicago ..... 8:30 A.M.

Leaves Chicago, LaSalle street ..... 2:30 P.M.

Arrives Grand Central Station, N. Y. 9:30 A.M.

Arrives Huntington Ave., Boston .... 11:46 A.M.

Arrives South Station, Boston ..... 11:50 A.M.

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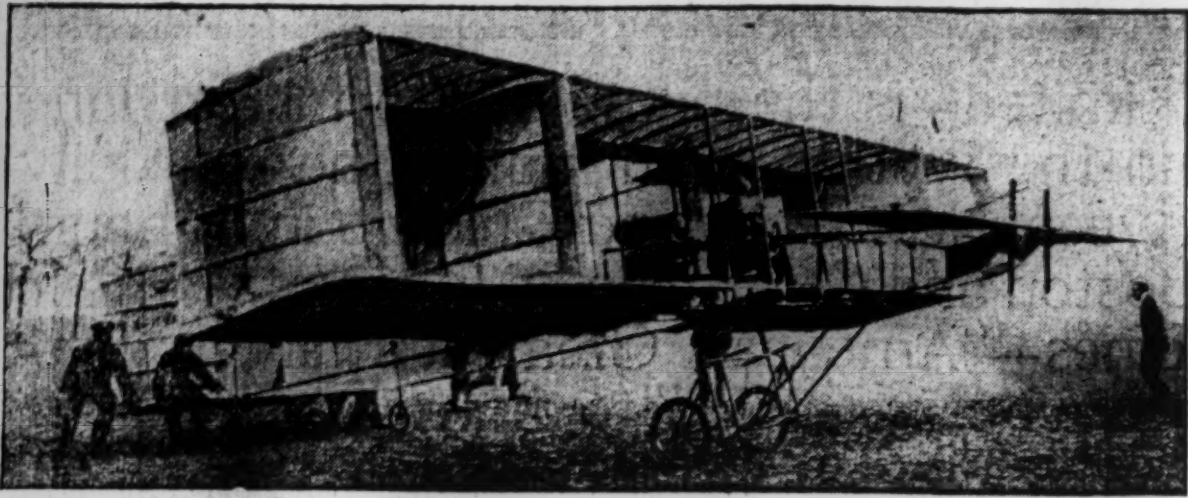
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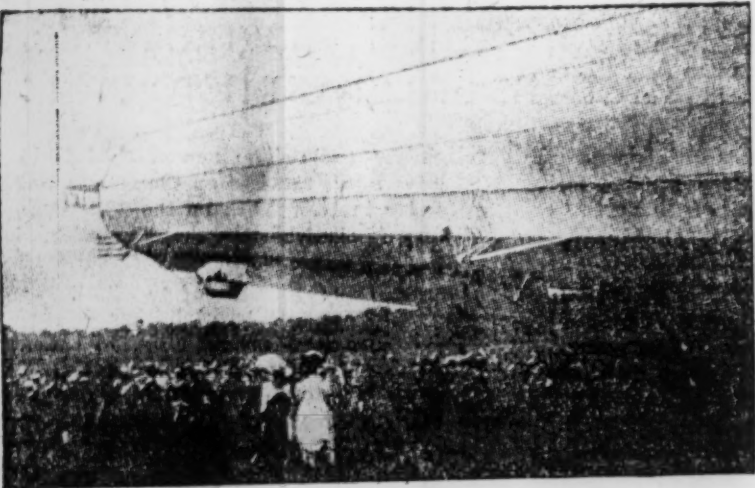


# Remarkable Progress the Past Year in Navigation of Air



MOORE-BRAEAZON AEROPLANE.

One of the heavier-than-air machines participating in the remarkable exhibitions for which the past summer has been noted.



ZEPPELIN III. AT LANDING.

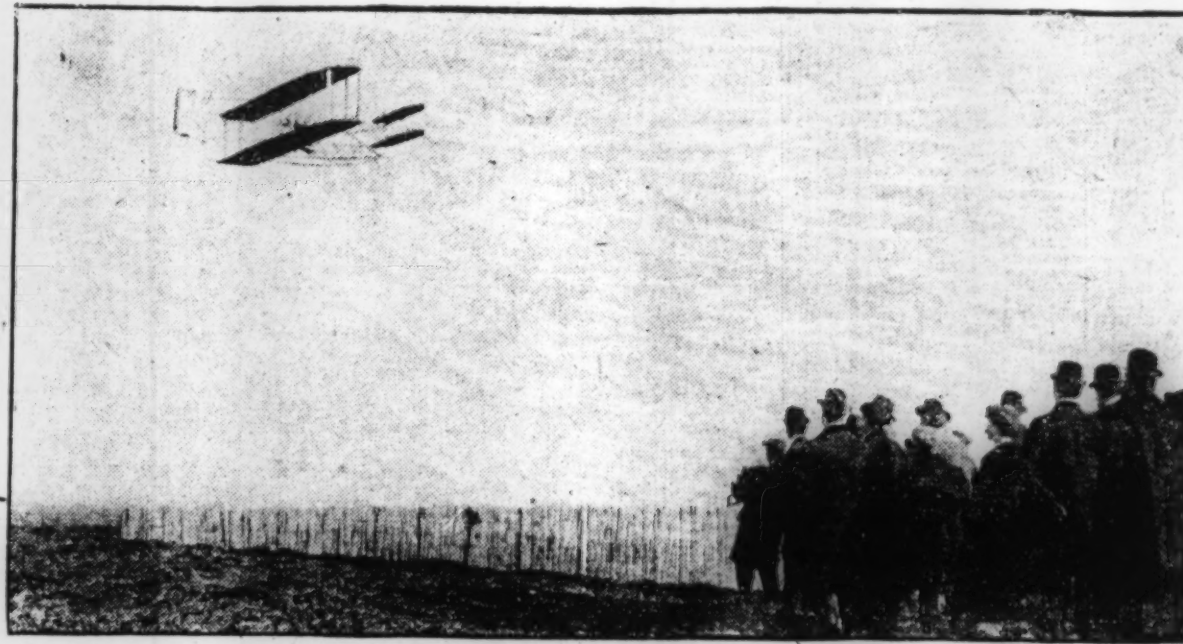
Scene as the count was bringing his great air-craft to the earth at Tegel, in Germany, after one of his flights.

THIS has been a year of wonderful progress in aviation. Spectacular things have been accomplished in the art of flying, and princely sums have been spent on the perfection of mechanical devices for navigating the air. A score or so of hardy experimenters have achieved something better than notoriety by their successes while scores of others have distinguished themselves locally by constructing contrivances in

which they have sustained themselves aloft with more or less success, and numerous others are secretly grooming amateur gliders.

Two years ago the public knew scarcely anything about flight with so-called heavier-than-air machines. The subject was even treated with a great deal of incredulity. This summer the spectacle was beheld of fleets of white-winged aeroplanes hovering above the aviation

fields of France, while on one occasion the great dirigibles approached the spot and stood at a higher level, above the smaller craft, resembling huge war-



WRIGHT AEROPLANE IN FLIGHT.

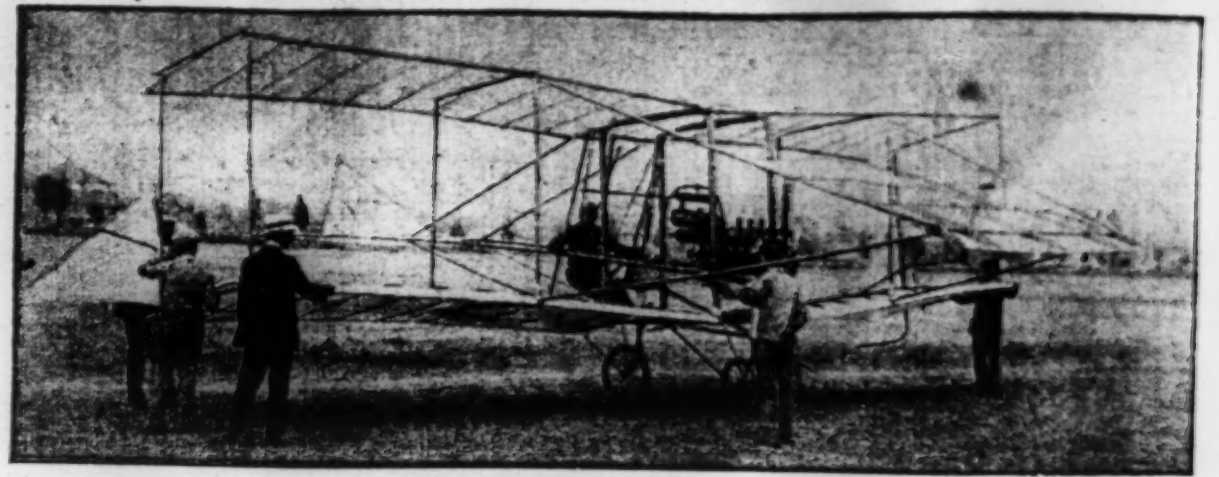
This view represents the machine of the Wright brothers above the aviation grounds at Pau, France, where their early triumphs abroad were scored.

ships lying in the offing while their crews witnessed a yachting regatta.

Experimentation has reached a point where any mechanically disposed school-boy can discuss the respective merits of biplane and monoplane, of heavier-than-air or lighter-than-air fliers. Louis Bleriot, the Wright brothers, Count Zeppelin, Glenn H. Curtiss, Hubert Latham, Santos-Dumont, have all performed brilliant exploits in aerial navigation.

M. Bleriot, by his spectacular feat of flying across the English channel, was the first to prove the accessibility of England from France by aeroplane. He won the London Daily Mail's prize of \$25,000 for the achievement. A few weeks since he captured a \$2800 prize for a cross-country flight lasting 56 minutes, and in addition has been awarded a \$10,000 prize offered for achievements contributing to technical progress. However, he is reported to have spent \$200,000 in his experiments.

The Wright brothers have been working steadily from the beginning in a practical way, apparently without regard to profits, and have acquired such control over their machines that nobody, unless it is themselves, knows what are



CAPTAIN FERBER'S AEROPLANE.

Machine of the biplane class in which good work has been done in the aviating experiments conducted during the past year on various aviation fields.



THE MAN WHO FLEW ACROSS THE "CHANNEL."

M. Louis Bleriot aboard his famous machine with which he made the aerial journey from near Calais to Dover, Eng., winning the Daily Mail's \$25,000 prize.

on their machines. They received from the United States government \$25,000 for a flying machine delivered at Washington, and last year Wilbur Wright won the \$4000 which goes with the Michelin trophy, by a flight of 2 hours, 18 minutes and 33 seconds.

Glenn H. Curtiss, another inventor whose name is one of note in connection with exploits with heavier-than-air machines, recently came into prominence by virtue of a remarkable flight at Mineola made in his machine, the Gold-

en Flier, built for the Aeronautic Society, and later by his victories over the aeroplanists of the world at Rheims and Brescia. He won the international cup at Rheims and captured the grand prize in the aviation meet at Brescia, besides winning second prize in the contest for altitude, ascending about 165 feet.

Hubert Latham, who essayed the English channel flight before Louis Bleriot succeeded, is, like M. Bleriot, a devotee of Minerva made in his machine, the Gold-

(Continued on Page Seven, Column Three.)

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# With Dirigible Balloons and Various Types of Aeroplanes



HUBERT LATHAM ON THE ANTOINETTE.

This daring aeronaut has twice attempted to fly over the English channel and on the second attempt came very near success.



LOUIS PAULHAN ON HIS VOISIN TYPE AEROPLANE.

A famous French aeronaut who made a world-wide reputation at Rheims and at one time during that contest was holder of the record.

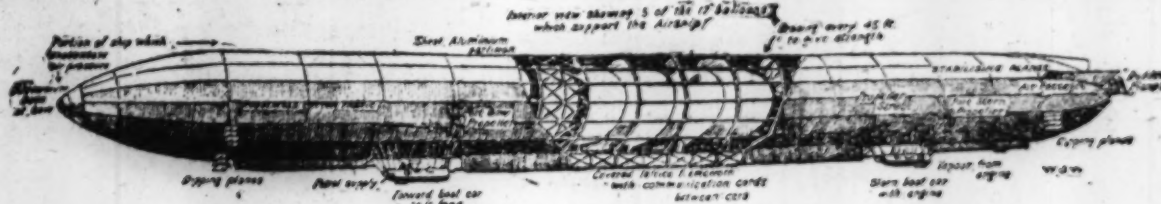


DIAGRAM OF THE ZEPPELIN.

This airship is not a balloon, but rather a series of balloons or drums, which, when inflated, support the craft. By means of its propellers and its dipping-planes, stabilizing planes and rudder-planes it is nearly as susceptible of control as a steamship.

(Continued from Page Six.)

the monoplane. At Johannisthal in September he approximated the much desired mile-a-minute flight. At Rheims, about a month before that, he established a record by flying 97 miles in 2 hours and 13 minutes.

The Count de Lambert, whose feat of flying around the Eiffel tower attracted attention more than a month ago, was one of the contestants who were preparing to fly for the English channel honors at the time M. Bleriot carried them off.

Another prominent French aeronaut, Louis Paulhan, made a world-wide reputation at the Rheims meet, and at one stage of the contest was holder of the record, and took third in the Prix de la Champagne event. He was a contestant last month at Juvisy. His aeroplane is of the Voisin type, as is that of Roger Sommer, one of his countrymen, a newcomer in the field of aviation, who made

Rheims meeting in August, broke the world's record at that time for duration of flight and distance in a biplane of his own design, by a remarkable flight officially recorded as 180 kilometers (111.78 miles) in 3 hours, 4 minutes and 56.2 seconds. He actually covered an extra 10 kilometers, making 118.0 miles in all, and remained in the air 10 minutes after the timekeepers, according to the rules, ceased to keep a record of the flight.

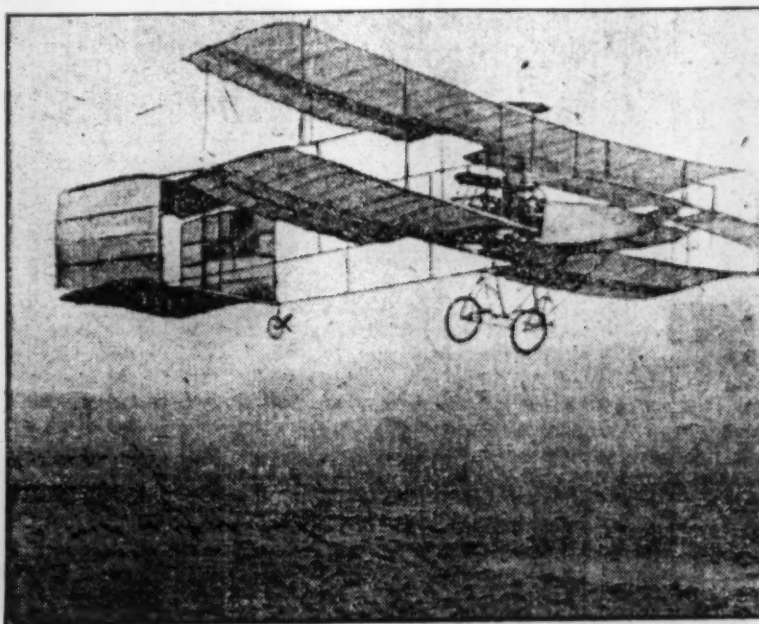
Among the other aeroplanes which have figured in aviation history are Captain Ferber's and the Moore-Brabazon biplanes.

Parallel with the development of the aeroplane, the dirigible airship of the lighter-than-air type has been brought to a high degree of perfection, and the name of Count Zeppelin is inseparably associated with the marvelous craft in which he has played such a conspicuous part in European aeronautics. Per-

haps no subject of the German Emperor has received more gratifying marks of his sovereign's approbation than has Count Ferdinand Zeppelin. He was the recipient of a special invitation by telegram this summer from his liege, to attend the "war game" at which one of the historic battles that antedated German unity was fought over under modern conditions, and in general the count has been honored with imperial attentions that would have been considered highly complimentary to a foreign ambassador. Furthermore, the imperial army rank, title and equipment has been at his disposal to assist in the manipulations of his great airships, over the safety of which the Emperor seems to feel as much solicitude as does the inventor.

The count's achievement in the early summer of making a voyage of 900 miles in his latest craft was the climax of 16 years of experiment. The count's

own fortune of \$750,000 was spent on his aerial project, but the German government loyally came to the aid of the nobleman who has done so much to proclaim German intrepidity and ingenuity. First the government bought his dirigible No. 3 for \$500,000, and then granted him \$125,000 additional for the construction of No. 4. It further agreed to purchase No. 4 in case it fulfilled certain requirements, the chief among which was that it should remain in the air 24 hours and land on terra firma. On Aug. 5, 1908, while attempting this twenty-four-



AERONAUT WHO WON THE "GRAND PRIX DE LA CHAMPAGNE."

Henri Farman made a wonderful flight lasting more than three hours over the Betheny aviation field at Rheims in August, winning distance and endurance honors.



SANTOS-DUMONT'S DRAGONFLY.

This inventor gave the first practical exhibition of a dirigible balloon, flying about the Eiffel tower, but has since turned his attention to aeroplanes.



- ROGER SOMMER.

A former bicycle and auto racer who made a flight of 2h. 27m. and 15s. in August at Mourmelon-Le-Grand, in France.

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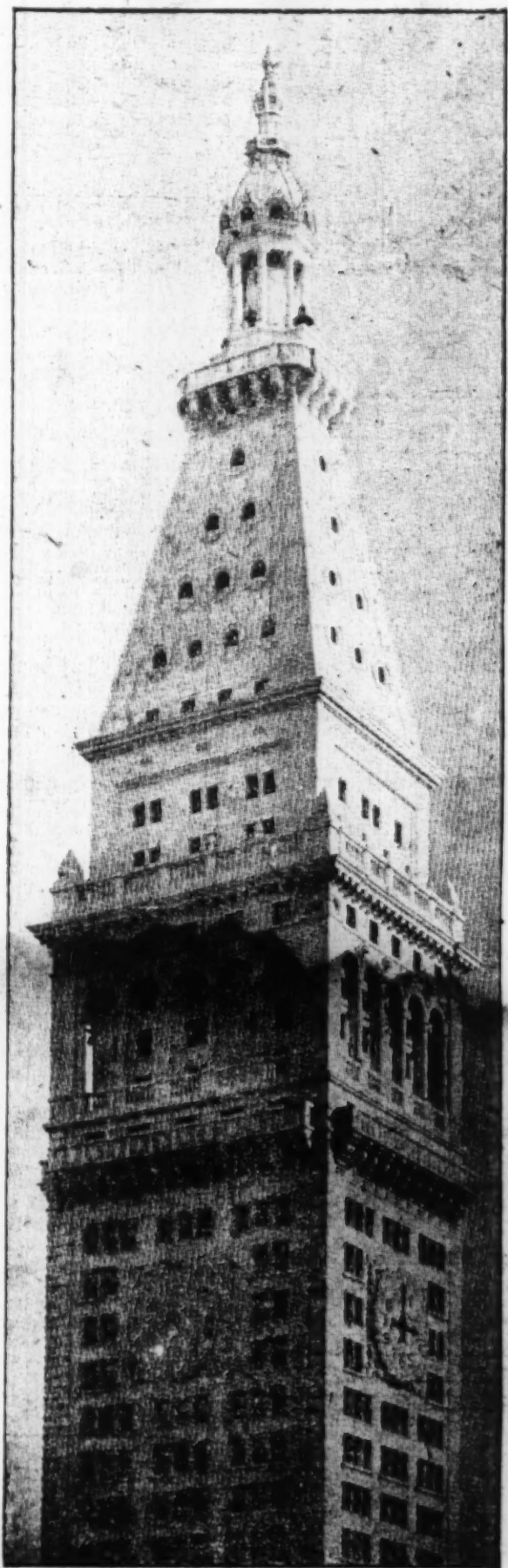
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## SAPPHIRES PASS OUT OF FASHION

New York Jeweler Declares the Stone Once Occupied Almost as Prominent a Place as the Diamond.

"There was a time in the history of jewelry when the sapphire occupied a place equal to that of the brilliant," said an old jeweler, as reported by the New York Sun. "Unhappily it is with stones as with everything else—they are the subjects of the caprice of fashion. At this particular time the diamond and the ruby are in favor."

"Sapphires exhibit an exceedingly numerous variety both as to quality and color. The most beautiful reach us from India, are of a deep blue, and make a very rich setting when surrounded with diamonds or mounted parallel with the others; they go equally well with high grade pearls and are much less harsh than rubies of ordinary quality. Stones of this high quality still fetch a good price, although they are far from rivaling the price of good rubies."

"The second quality of sapphires, called the sapphires of Ceylon, is deep like the first, but with this difference, that when looked at by transmitted light it is of a greenish blue. In the evening by artificial light it exhibits only its greenish hue."

**OXEN AS CAVALRY MOUNTS.**  
Because horses are scarce in Madagascar a troop of native cavalry, used for scouting, has been mounted on oxen.

## ALEXANDER HAMILTON HOUSE NOW RECTORY IN NEW YORK

NEW YORK—The house of Alexander Hamilton in New York, which, a century ago, was the scene of bright social fetes and the haven of politicians who desired the advice of the statesman, is now jammed in against a church on Convent avenue, serving as the minister's rectory.

The famous old house is dwarfed by the large edifice alongside it, but an inspection of its spacious rooms and generous veranda convince one of the builder's good taste. Many of the regular worshippers next door are not aware that their rector prepares his sermons in the library where Hamilton received his friends and planned the defeat of Aaron Burr for the governorship.

"His house was the center of hospitalities," writes John Lord, the historian, "and thither resorted the best society of the city, as well as distinguished people from all parts of the country."

When Alexander Hamilton built his house a hundred years ago, he did not choose a site with a church on one side

and rows of apartment houses across the street. The old house stood originally a hundred yards or so from its present location and was surrounded by extensive farms and groves of trees. New York was eight miles away, and it was an hour's drive out the pike from the uptown hotels for the parties of public men and aspirants for office who sought Hamilton's counsel after he had been shorn of place but not of power.

Attached to the pillars of the veranda is a tablet on which may be read this inscription:

### HAMILTON GRANGE.

This house was the home of General Alexander Hamilton, First Secretary of the Treasury United States under President Washington. Built 1801 on South Side of One Hundred and Forty-third Street, West of Convent avenue.

## New York to Establish Training School for Boys on Lake Mohansic



LAKE MOHANSIC IN WESTCHESTER COUNTY, NEW YORK. The tract of land of 490 acres bought for the New York boys' training school lies on the south shore of the lake.

NEW YORK—This state is soon to have an institution for the care and reformation of juvenile delinquents which will be second to none in the country in point of improved methods and equipment. The boys are to be provided with the atmosphere of a home, are to live in communities, follow various vocations, receive instruction, academic and industrial, in a manner which bears little resemblance to the ordinary "house of refuge" and similar establishments. The idea of enforced detention is to be eliminated.

In formulating its plans for this institution, the New York state training school commission has been assisted by a number of experts on the subject

with which it had to deal, including ex-Superintendent Chapin of Massachusetts. Massachusetts is regarded as leading the United States in its work for children.

After inspecting a large number of sites for the proposed school, the commission purchased a 490-acre plot on the south shore of Lake Mohansic, near Yorktown Heights, Westchester county, and 43 miles from New York city. The cost of the land aggregated \$110,300. The establishment of this school, which will displace less improved institutions of the kind, is regarded as an important step in the advancement of reformatory methods.

The school is intended to provide for not less than 800 pupils. These, it is recommended, shall be cared for in cottages. A small cottage group (not more than 16) is recommended, which the commission thinks has in the largest degree the promises and possibilities of real home and family life. The report says:

"The unity and continuity of the cottage group must be conserved and promoted, by making it a home and a family, in its occupations and its school work, as well as in its social life. The foster father can nowhere more effectively be the pattern and inspiration of his boys than by instruction and example and close association, in manual labor. Each cottage father and his assistants, the boys, must have a vocation. Farm work fulfills this demand, and is the most available and useful occupation."

"Considering the industrial needs of the institution, the commission recommends that 50 cottages be built and be classified in three divisions, and that one division of 16 cottages be known as the industrial division. A second division of six cottages to be known as the laborers' group may be necessary. The third division to be known as the agricultural division will require 28 cottages."

"It is the opinion of the commission that, in seeking for employment which may engage and hold the interest of

It Will Be on Cottage Group Plan, and Will Aim to Interest Boys in Agricultural Pursuits.

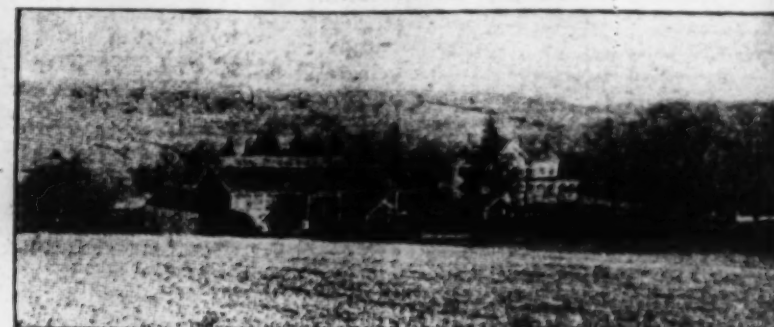
### HOME ATMOSPHERE

growing boys, nothing has been found which equals the farm with its variety of occupation—the tending of growing crops, the care of animals, the chance to be personally responsible for the comfort and well-being of living things. Such activities quicken and enliven the mind, appeal to the better nature, besides building up a healthy body through exercise in the open air. It is believed, therefore, that as large a number as the exigencies of a proper carrying on of the institution will permit should be thus employed.

"Every cottage to which a farm has not been assigned should have an acre and three-quarters or more of land for cottage site, playgrounds, garden, and a small henery. With a generous garden for each cottage, something may be done in floriculture by every cottage group. New York does an immense business in cut flowers, and any boy with training enough to make him handy and intelligent in this line of work can get employment with the growers of cut flowers at wages far better than the shops will pay."

"For cottages to which greenhouses and forcing beds are assigned, five acres each will be sufficient. For fruit, 10 acres each will give ample scope for instruction purposes, and an area large enough to afford abundant fruit for institution use. For the milk and crop farms there will be the rather small allotment of 19 acres each available."

"The milk farms should have stabling for 10 cows and one yoke of working oxen, each with silos and hay lofts. Those for general farming should have stables in which to care for working oxen. The fruit farmers might have in charge the hog raising, which goes well with orchard cultivation. The teamsters should not be expected to cultivate more than gardens and care for the teams which would do all the teaming between the site and Yorktown Heights. Oxen are suggested for the farm work, because they are very effective in all kinds of team cultivation of the soil, and also because they are far more economical with inexperienced boys for drivers, and if treated well as to care and food, they will always be ready for the slaughter-house if they



SITE FOR NEW YORK TRAINING SCHOOL FOR BOYS. Winterburn house and farm buildings on land in Westchester county purchased by the state commission. The location is near Yorktown Heights.

meant with any mishap, whereas a maimed horse is worthless.

"The uniform testimony of all the superintendents consulted is that the majority of boys can easily be interested in agriculture, especially in the care of animals. Some placed the percentage of those who could be interested as high as 100. In the view of the commission, this is possible only if there be skill and interest in the subject on the part of the cottage manager. An indifferent teacher of farming cannot succeed any better than any other poor teacher. It is not to be expected that all or the majority of the boys will manifest a spontaneous and sustained interest in agricultural pursuits, but with a good instructor and a steady, inspiring influence, most boys will carry on the farm work with more pleasure and profit than any other form of labor."

The commission recommends a school building containing 12 classrooms, 12 rooms for elementary manual training, and an assembly room. It proposes a general utility building containing boilers, coal bunkers, engines, bakery, laundry, etc., and a building for the employees aside from the teachers and managers. A gymnasium is also advocated.

The report closes with some references to the paroled boy, whose supervision the commission regards as of great importance. It says:

"To waken in the boy wholesome am-

bitions and aspirations and then turn him loose in the adverse atmosphere of the average community betokens a faith in fortuitous circumstances not born of experience or judgment. The need of this subsequent care and oversight has not heretofore had the recognition it deserves. It is a work requiring great tact and skill if it is to be fruitful of good results. It has a twofold object: primarily, to insure the successful culmination of the work begun in the institution; in the second place, to furnish adequate and reliable information to the managers of the school and to the taxpayers of the state who should know whether their money has been expended profitably or otherwise."

## FAMED KERCHIEF OF ITALY'S QUEEN

Italy's queen, it is said, owns the most beautiful and valuable handkerchief in the world, says the New York Press. It is an example of the earliest Venetian point lace, dating toward the end of the fifteenth century, about the time the art was introduced into the city of the dogs. The piece is in perfect preservation, and it is valued at \$25,000.

### RUMANIA COULD CALL BIG ARMY.

It is said that Rumania could put an army of 650,000 men in the field within a short time in spite of the fact that she only has a population of 6,500,000.

## WOODCUT ARTIST ON EARLY PAPERS

Method of Illustrating Daily Journals Shown to Be Far Different Since Discovery of Half-Tones.

In my young days, writes Harry Fenn in Palette and Bench, I was connected with an illustrated newspaper. Should there occur an event of sufficient importance it was depicted in black and white water color upon a two-page box wood block made up of a number of small pieces bolted together.

The engraving is to go to press in the early morning, the drawing is laid on its face and with hammer and cold chisel the big block is knocked into twenty pieces. Twenty men go to work on it, and work the night through—imagine the result.

Today the design may be in oil or water color and as big as the side of a house; the camera will reduce it to the required size and the half-tone process will reproduce it.

When I first came in touch with the craft an illustrator needed to be an expert. He had to know how to prepare the smooth hard surface of the boxwood block so that it would have sufficient tooth to take the pencil marks clearly.

One of my earliest experiences will give an idea of the great change in methods. Take for example the first edition of Whittier's "Snow Bound." All the drawings were made in water color on boxwood blocks, many of them not more than two inches square containing a dozen figures, all doing their various things with their left hands, so that they should come right when reversed in printing, and before they could go to press the slow process of wood engraving was the only means of reproduction.

### JOINT AUTHOR PLAN IN BERLIN.

The plan of wholesale collaboration, by which each chapter of a lately published American novel was written by an author who had nothing else to do with the story, is now being tried in Germany. A novelty of the Berlin season is a story by 12 prominent writers, whose identity is for the time being concealed. The publisher offers 60 cash prizes to readers making the best guesses relative to the authorship of the various chapters.

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New York Chicago



DESIGN BY MAY MANTON.  
6181 Draped Evening Waist.  
6502 Seven Gored Skirt with Tunic.

For the medium size will be required, for the bodice 3 yards of material 27, 1/2 yards 44 inches wide with 1 1/2 yards 18 inches wide for upper portion and sleeves, 1/2 yard of banding for the girdle; for the tunic 2 1/2 yards 27, 2 1/2 yards 44 inches wide; for the skirt 6 1/2 yards 24 or 27, 4 1/2 yards 44 for mesaline or other material without figure or nap; to trim the tunic will be required 7 1/2 yards of banding.

The waist pattern 6181 may be had in sizes from 32 to 40 inches bust measure, the skirt 6502 in sizes from 22 to 30 inches waist measure or 22 to 40 inches hip measure and both sizes ought to be given when ordering skirts. The patterns can be obtained at any May Manton agency or will be mailed to any address on receipt of price (10c each) by May Manton Pattern Co., 132 East 23d St., New York; or Masonic Temple, Chicago, Ill.



DESIGN BY MAY MANTON.  
6503 Cape with Pointed Yoke.

For the medium size will be required 6 1/2 yards of material 27, 3 yards 44 or 52 inches wide with 3/4 yard of velvet.

The pattern 6503 may be had in three sizes, small 32 or 34, medium 36 or 38, large 40 or 42 inches bust measure, and can be obtained at any May Manton agency or will be mailed to any address on receipt of price (10c) by May Manton Pattern Co., 132 East 23d St., New York; or Masonic Temple, Chicago, Ill.

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## CITY PLAYGROUNDS INCREASE IN EVERY SECTION OF NATION

Statistics Gathered By Association at New York Show Remarkable Growth of the Movement.

### DOUBLE THE HOURS

NEW YORK—Approximately 275 cities have now established playgrounds, according to information in the hands of the Playground Association of America, with headquarters in this city. Previous to 1908 only 90 cities had playgrounds. In 201 cities there are 1,024 playgrounds.

In 1908 Massachusetts enacted a law providing in effect that the cities of the state with a population of 10,000 or more should vote whether or not to establish playgrounds. All but two cities voted to have playgrounds supported by public taxes.

Chicago, New York, Boston, Los Angeles, Baltimore, St. Louis, Dayton, Pittsburgh, Rochester and other cities have now arranged for play leadership the year round—winters as well as summers.

Several cities have this year doubled the number of hours their playgrounds are open, thus obtaining twice the value from their plant. Some have equipped the grounds with electric lights, so that the young people who work may play after the day's toil is over.

The sum of \$10,000 was raised at a tag day held in Philadelphia by the playground association. Tags of different colors were issued, each representing a certain contribution. The school children were not allowed to serve as solicitors. Mayor Reyburn has recommended an appropriation of \$25,000 for a field house on one of the park playgrounds and a special committee appointed by the city council is making a careful study of the playground needs of the city.

Among the essays submitted by the children of the Baltimore playgrounds on the subject "Are the Playgrounds Worth While?" was the following:

"It makes the mothers of the children who visit the city playgrounds feel happy to know that their children are out of mischief and also are enjoying themselves. It makes the child who takes his little brother or sister to the playgrounds feel happy, because the little one is enjoying itself at the same time he is."

## A Story of Achievement

WHEN the first copy of The Christian Science Monitor was issued on Thanksgiving eve, 1908, Christian Scientists, as well as others, naturally prophesied concerning its future.

All had some definite ideas respecting its message and peculiar mission, but since, as of individuals so of events, one cannot be fully cognizant of what the future contains, it was impossible to outline in advance what its course and history would be. Like those of a wise, versatile and righteous man, The Monitor's duties seem to multiply as it proceeds on its way, and its lines of usefulness ever increase.

The question as to what constitutes legitimate journalism had become one of the important problems of the day. Between a desire to fill the press with more wholesome news and the public's abnormal taste for sensationalism editors of daily papers had been almost pulled in twain.

Moreover, it had been somewhat difficult to determine whether the existing situation was the fault of the editors or of the people. Whether the press has created the appetite for exciting and degrading literature, or whether the abnormal appetite of the public has compelled the press to supply such reading matter, is a question which it has been about as difficult to settle as is the old query as to which was first the egg or the bird. But now the reception and the effects of The Monitor are helping to answer these questions.

The ever-increasing demand for this type of newspaper, the commendations which it has received from prominent journalists, educators and heads of families may be taken as unmistakable evidence that a large percentage of all communities is prepared for the new era which The Monitor portends. It could scarcely be hoped that everybody would patronize the enterprise in its incipency, but the management is gratified with the substantial beginning and steady progress which the paper has made.

Attempts have been made at various times in the past to establish a newspaper of this kind, but The Monitor has had the distinct advantage of the support of a religious denomination. The fact that its members are located in every part of the world assures a continuous flow of instructive copy from many lands. The Monitor is thus prepared to furnish its readers with the opportunity of securing a veritable academic education.

The steadfast dignity and high moral tone of the paper can but win for it universal commendation. It stands alone in the field of daily newspapers, for the reason that it stands for that

which is readily acknowledged by the newspaper world in general to be the proper ideal; and, since it finds circulation everywhere, both at home and abroad, it must of necessity exert a powerful influence in the line of newspaper reform.

Already there is evidence that its successful example has given much hope for the reform of the public press. A decided improvement is seen in many daily papers in the selection of news; an elimination of objectionable matter, an abridgment of the details of crime and of sensational stories. Meanwhile The Monitor continues to supply the wants of those who demand an elevated and profitable kind of news, and a dispassionate editorial consideration of all important secular topics and events.

In some circles the question has been raised as to whether The Monitor is truly a newspaper. No doubt there exists a difference of opinion as to what constitutes news. Strictly speaking, a news item is the record of an event or a thing concerning which we have not hitherto had knowledge, or a description which gives fresh information regarding a given matter or subject, concerning which we may have some knowledge. The busy man has not time to keep pace with everything that happens in the world. Therefore, it behooves him to select what he shall read, and, since the matter which he reads contributes toward the building of his mental and spiritual nature, there is no reason why he should not be even more careful in the selection of his reading matter than he is in the selection of his food.

A knowledge of trivial incidents and happenings may be beneficial in a sense, but, since one has only 24 hours in the

day at his disposal, it behooves him to employ his time to the greatest possible advantage.

The time and energy consumed in the reading of unimportant literature, of the follies or strifes of men is quite as surely wasted as is that which is devoted to gossip and trivial conversation. It is of no lasting benefit, and when the general public loses its thirst for such news and learns to read and appreciate better things, the conditions will have greatly improved. Whatever is written on the subject of war and contention should be written in advocacy of peace, with a view of preventing or ending war. Without doubt the newspapers were in a large measure responsible for the precipitation of the late Spanish-American war.

In The Monitor we have the meat of the news of the day carefully selected for us, and thus we are spared much time. It is conducted by those who are capable of making wise discrimination and who have the one end in view, namely, to select that which is wholesome and profitable quite regardless of the public's present abnormal demands. For this reason The Monitor is a safe paper for the home. It has no selfish or monetary interests to subserve, and for this reason it is in a position to rest contented with only a sufficient income to meet its expenses. It has no political bias, and hence is not compelled to reserve space in the interest of any particular party. It has no axe whatever to grind, no local prejudice to consider, hence it is entirely free to do the right thing without fear or favor and for the love of right alone.

The Monitor is owned and controlled by a body of people who are not seeking to advance their personal ends or inter-

ests, and who, by reason of both disposition and circumstances, could not seek a selfish benefit. Thus the position of the periodical is unique and its wholesome conduct is safeguarded for all time.

The Monitor in the home constitutes a standing invitation to the growing members of the family to read of the more useful things of life, and it thus fosters the development of good taste. It is quite as important that parents should supply their children with well-selected literature as it is that they should be exemplary in their conversation, and for this reason they have occasion to rejoice in the advent of this clean daily.

If the name of the paper as applied to a daily journal is at first somewhat startling to a non-Christian Scientist, it is because he has not yet perceived that it is the stamp of the Christian Science Publishing Society which insures the cleanliness and correctness of the paper. The name Christian Science as applied to The Monitor does not mean that The Monitor is a Christian Science publication, but simply that the Christian Science Publishing Society is responsible for the conduct of The Monitor and that, therefore, the paper may be safely admitted to the home.

The careful and progressive management of The Monitor is winning universal praise and its friends are even more numerous than its patrons. The newspaper world has weighed carefully the news policy of this new enterprise and has mustered sufficient courage at least to improve its headings, and we are sure that it is not altogether fancy which leads us to believe that it is improving in its selection, or rather rejection, of news.

Meanwhile the Christian Science Pub-

lishing Society has proved that the successful publication of a Christian newspaper is possible. The periodical has lived through its first year, has been through the rough places of its pioneer life, and is sure to do even better for its patrons in the future than it has done in the past.

The duties undertaken by The Monitor were quite as new to its management as to the world at large. It is one thing to decide to do a thing and quite another to invent or discover a means of doing it, and here the paper has more than fulfilled its promises. Through its unusual list of correspondents it has furnished the public during the year with a continuous supply of valuable information regarding foreign events and affairs. Its editorial columns have emphasized in a most agreeable way the things which we need to know concerning our own community and its enterprises as well as those of other cities, states and countries, and its "Home Forum" page has been sufficient within itself to interest and benefit every member of the household.

The purpose of The Monitor has been purely educational. It does not consider the question what do the readers desire to know, but what they should know, what is pure and beneficial, what will contribute to their lasting advantage.

Parents have been afraid to carry the daily newspaper into their homes because it contained matter which should not be read by the impressionable and the unwary. It should be kept in mind that most of the matter which appears in the public press is usually published as a mere matter of news and not with consideration for its effects.

A newspaper story does not, as a rule, carry with it an admonition to the reader to take care not to be impressed. As a rule it does not carry with it a statement that the reader should not go and do likewise. A child naturally thinks that whatever is proper to be related is a proper thing to imitate, hence the value of a newspaper which really gives information and which at the same time is free from anything that would erroneously impress its readers, whether young or old.

Again, the adult should be able to inform himself concerning the events of the day without having thrust upon him a large amount of sensational stuff at which he can but protest in vain. The Monitor supplies his need without offending his taste or abusing his patience, and although it has existed but a year, in that brief space of time it has very much elevated the ideals of newspaper readers, even though it may not as yet have won their permanent patronage.

## UNITED STATES SOIL EXPERT SEES BRIGHT FUTURE FOR GEORGIA

Inspector Hugh H. Bennett Talks of the Work of Bureau of Agriculture in the Southern States.

### SURVEYS ARE MADE

ATLANTA, Ga.—Hugh H. Bennett, of the United States bureau of soils, inspector for the New England, Atlantic and Gulf states, is of the opinion that Georgia has a bright agricultural future. In speaking of the work of the bureau of soils in Georgia, Mr. Bennett said:

"With the completion of the soil survey of Franklin county, now in progress, there will have been surveyed in the state of Georgia the main portion of 14 counties. The reports and maps covering Thomas and Grady counties have just been issued, while those of Tift, Hancock and Pike are in course of publication. These reports are for free distribution to farmers and outside people interested in acquiring farms."

"State cooperation with the bureau of soils as a means of hastening and bringing about a better interpretation of the work is rapidly gaining ground. The states of North Carolina, West Virginia, New Jersey, New York, Mississippi, North Dakota, Washington, Wisconsin and Missouri are among those which have entered into various forms of cooperation."

"The soils of Georgia are extremely diverse in their characteristics, ranging as they do from the black and gray sandy lands of the coast country through the red granite and other crystalline rock soils of the Piedmont to the limestone, sandstone and shale soils of the northwestern part of the state. There are probably more than 100 distinct types of soil in Georgia, no two of which are equally adapted to the same crops or varieties of crops, or similarly affected by the same cultivation, crop rotation, or fertilizer application."

"Too little attention has been paid to this most important question of soil adaptation; soils have been cultivated, fertilized and cropped too much upon the theory that it makes little difference about the character of the land, so long as it is plowed and fertilized."

"Of course, much high-class farming is done in Georgia. The point is to bring about state-wide use of modern methods."

## NAME KENTUCKY STATE EMBLEMS

At a recent annual meeting of the Kentucky Federation of Womens Clubs at Owensboro a resolution was passed naming the tulip tree, commonly known as the tulip proper, as the state tree, says the Lexington Herald. At a former meeting the federation of clubs named bluegrass as the state flower, and this has been used since as the state emblem on programs used by the federation of clubs, on the books of certain societies, on badges and in other ways.

The federation will probably undertake to get both the bluegrass and the tulip tree adopted as state emblems by the Legislature.

## TELEPHONE USE HERE AND ABROAD

A correspondent of the London Times institutes a comparison between the use of telephones in Europe and their use in America. In Europe, with a population of 400,000,000, he says that only 2,300,000 instruments were in service on Jan. 1, this year, whereas in this country, where the population is not far from 85,000,000, nearly 7,000,000 telephones were employed on that date.

It is pointed out that England has a somewhat smaller number than three American cities combined—New York (334,186), Chicago (184,922) and Boston (more than 100,000). France made a far less favorable showing (194,159), and Austria is credited with only 80,975.

## STEAMERS CARRY SALESMEN FREE

A Canadian transportation company is extending to manufacturers of that country a novel inducement to further the Dominion's foreign trade, says System Magazine. The Elder-Dempsey line of steamships, subsidized by the government and running between Montreal and South Africa, offers free passage to South African ports to bona-fide salesmen representing Canadian firms.

A corresponding privilege is afforded to people of the colonies, in that the line offers to carry and market South African produce in Canada without commission fees, deducting freight charges only from the proceeds.

# The ROYAL Standard Typewriter \$65

It is the product of thirty-five years of experiment and EXPERIENCE in typewriter building. It is the logical result of the DEVELOPMENT of the industry, the highest ACHIEVEMENT of the master minds of the typewriter world. It comprises every essential of the IDEAL writing machine—simplicity, strength, light action, fine work, compact form and FAIR PRICE. It stands in a class entirely by itself, representing the nearest approach to typewriter perfection that is possible at the present time. If a better typewriter than the Royal of today is EVER made, it will be, of necessity, another Royal; because the mechanical principles upon which the Royal Standard Typewriter is now built are CONCEDED by experts (and have been proved by ACTUAL USE) to be the lines along which future development MUST proceed—and these principles are covered by broad and exclusive patents OWNED by the Royal Typewriter Company.

Buy Another Machine Than the Royal, and You Sacrifice Quality  
Pay More Than Sixty-Five Dollars, and You Waste Money

Royal Standard Typewriters are used today in thousands upon thousands of representative business houses all over the world. Many of the largest—those who demand and are able to afford the best, regardless of cost—use Royals exclusively. Nothing but the highest quality in the machine itself, backed by fair and honorable dealing by its makers, could command the remarkable success that has met the Royal everywhere—a measure of success never before attained by a mechanical device of similar nature.

You have heard of the Royal Standard Typewriter. It is the machine that has revolutionized the typewriter industry by establishing a new standard of quality and price.

SIXTY-FIVE DOLLARS

You can pay more, but you cannot buy more.



The Royal Standard Typewriter is now acknowledged the most complete, practical and durable Typewriter on the market. An examination and trial will convince you of its exceptional merit.

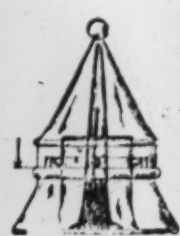
ROYAL TYPEWRITER CO.

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A Branch in Each Principal City.



# THE SCATTERGOOD MUCILAGE HOLDER HAS NO EQUAL



## No Evaporation

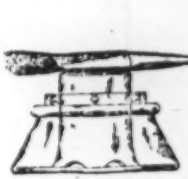
And thickening of fluid, either on brush or in pot. Ground joint at bottom of cover, where it rests on bottom receptacle, makes it air-tight cover larger in diameter than mouth of receptacle, so lifts off readily, and will not stick to mouth, contact being on bottom only.

## All Glass, Inner Well Removable



## Convenient

resting place for brush without fouling anything; not necessary to put into mucilage each time.



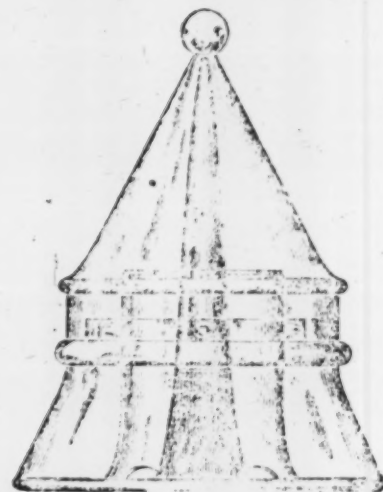
## Outside Always Clear



## See the Double Mouth?

Inner mouth used for wiping brush, surplus flows back into receptacle and cannot get on outside.

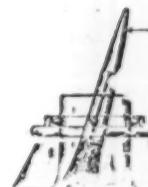
Used With One Hand Only



Patented November 2, 1907

## No Mucilage on Handle of Brush

where grasped, impossible to get it there.



## Not Easily Upset Good Wide Base

NO AUTOMATIC WIPERS, ROLLERS OR SPONGES TO CORRODE AND CLOG

BRUSH IS FITTED with Aluminum Ferrule WILL NOT RUST OR CORRODE

Did you ever before get a decent brush with a mucilage bottle? Our brush makes a good, wide spread, made of generous quantity finest bristles obtainable—is alone worth half the price of the whole outfit.

FOR SALE AT  
YOUR STATIONER'S  
PRICE, 50c.  
BY MAIL, 66c.

## THE SCATTERGOOD COMPANY

1722 to 1728 VENANGO STREET

PHILADELPHIA, PA.

Printers and Manufacturers Loose Leaf Books Binders, etc.

## A Year of Great Progress in Air Navigation

(Continued from Page Seven.)

hour flight No. 4 met with a mishap that destroyed it. Another of the count's airships, however, No. 5, had been building for some months, and all Germany hastened to his aid in its completion. This fifth ship—for the count's machines are distinctly something besides balloons—has come to be called the Zeppelin II. Various members of the German imperial family and royal personages of the various German states have been carried up in it, and the Kaiser presented Zeppelin with the Order of the Black Eagle. On April 1, 1909, this new craft, in a flight from Friedrichshafen, with seven aboard, made the trip to Munich, 115 miles, in five hours.

Early in the summer Herr Colmann, a director of the Zeppelin Airship Construction Company, discussed the possibilities of commercial airship service in Germany. Traffic, he declared, was possible about 300 days of the year, and that the company contemplated regular cruises, each of about seven hours, with 20 passengers and crews of six men. Friedrichshafen would be the center, Düsseldorf the most northern and Lucerne the most southern station. Cologne and Düsseldorf each would contribute \$125,000 toward traffic development, he said. The company reckoned on a military subsidy for the Düsseldorf line, and in Munich and Strasbourg the construction of airship sheds was assured. It was calculated that with three ships the company could undertake 600 cruises a year at a cost, including provision for a sinking fund, of \$450,000.

Previous to the announcements of the look and Peary claims to the discovery of the north pole Count Zeppelin evoked



THE ZEPPELIN IN FLIGHT.

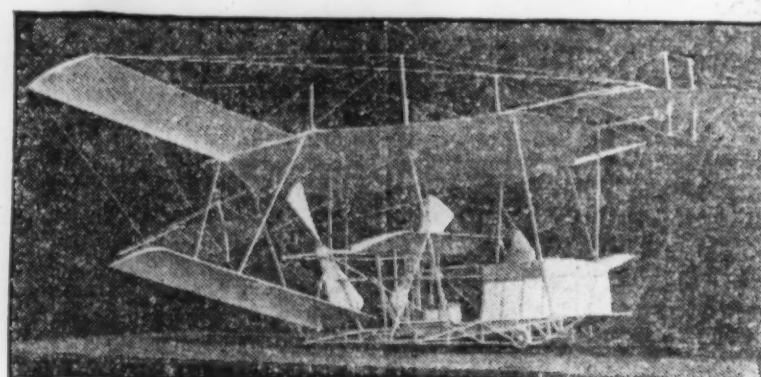
The radius of operations of Count Zeppelin's airship is very great and the craft is a familiar sight over many a German and Swiss village.

a great burst of national enthusiasm in Germany by the declaration of his intention to attempt to reach the pole in his

airship. In this, as in all things having to do with the use of the "Zeppelin" to gain glory for the empire, the count and his sovereign have worked together in admirable accord.

Capt. Thomas S. Baldwin, the builder of dirigible balloons, of Hammond, Ind., N. Y., has recently guided his giant craft to a height of 3,500 feet, said to be the highest record for a dirigible. He has the distinction of having sold the government its first airship. He, Carl F. Myers and Strobel have been the chief builders of lighter-than-air craft in this country. Among the foreign dirigibles are the Russian and British governments, by the French government, the French government has the Paris, the Ville de Nancy, La Patrie and the Fervent.

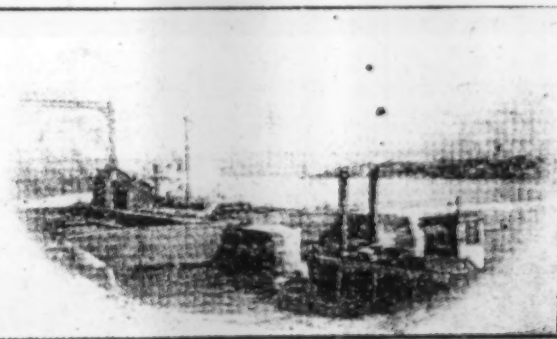
Santos Dumont's achievement in flying about the Eiffel tower in Paris seemed to mark the beginning of public interest in dirigible ballooning.



MAXIM'S AEROPLANE.

Hiram Maxim's experiments, conducted at night, gave rise to the report that a foreign airship was flying over England, making observations.

## Pittsburg of Today Is One of World's Great Industrial Centers And Is Constantly Forging Ahead to a Position of Leadership

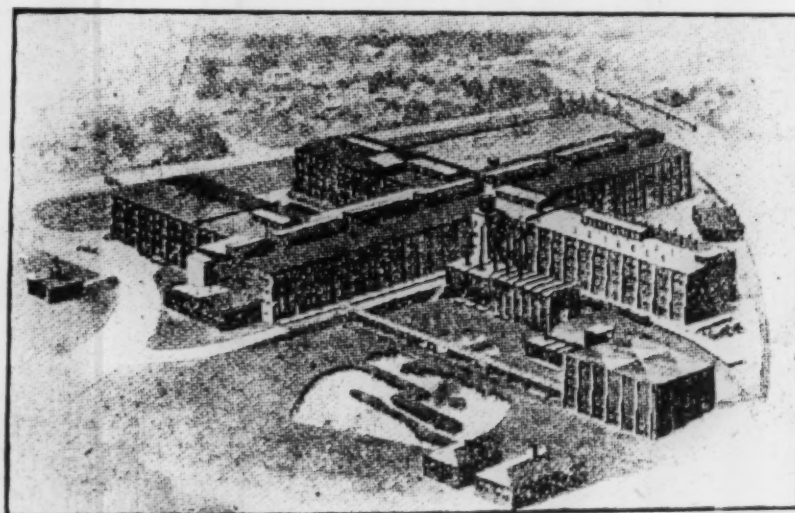


### TRANSPORTATION AND MANUFACTURING FEATURES OF PITTSBURG.

Point View is seen on the left; in the center appears the Union station, and at the right are river and factory glimpses. The Greater Pittsburg claims a population of over a million people.

## This Cut Shows the Hood Rubber Company's Factory EAST WATERTOWN, MASS.

Capacity 50,000 Pairs per Day  
Independent of the Trust



The excellent wearing and fitting qualities of their Boots and Shoes have made them well known throughout the United States.

If you are not using "Hood" rubbers, you are denying yourself comfort, durability and service.

Ask your dealer for them.

STEWART BROS. & CO. Western Agents  
PITTSBURG, PA.

Immense Output of Steel and Iron Products in Greater City—Grand Educational Advantages.

### LIVE TRADE BOARD.

PITTSBURG. "This would be a good place for a mill" was what the youthful George Washington said when he came to the spot where Pittsburg now stands. Washington had been sent out by Governor Dinwiddie of Virginia to establish a fort at the junction of the Allegheny and Monongahela rivers. His quick eye and discerning judgment saw at once the possibilities of the location. And

those possibilities have been fulfilled. It has proved to be "a good place for a mill."

The Greater Pittsburg has today a population of over 1,000,000, and is one of the foremost industrial centers not only of the United States but of the world.

Figures made at the time of the St. Louis exposition show that Pennsylvania was then making 36.2 per cent of the country's entire pig iron production; 49.2 of the Bessemer steel; 77.2 per cent of the open-hearth steel; 71.9 per cent of the crucible steel; 48.9 per cent of the Bessemer steel rails; 91.1 per cent of the structural shapes; 69.7 per cent of the plates and sheets; 28.3 per cent of the wire rods; and 56.4 per cent of all rolled iron and steel products.

Of this vast output, the Pittsburg dis-

trict made by far the greater share. This district has a larger production of steel and iron, of steel cars, of air brakes and electrical machinery, of plate glass, tin plate, petroleum, coal and coke, lumber, white lead, fine brick and clay, than any other district in the world. The coal trade of Pittsburg is estimated as being 30,000,000 tons per year. The coke output is enormous.

The corporate limits of the city do not at all embrace the real Pittsburg, the Greater Pittsburg of today. Allegheny, and also a large surrounding section, must be included in estimating the population and resources of what is to become one of the great cities of the country, when there shall have been effected a merger into one municipal organization.

The Pittsburg Chamber of Commerce is alive to all that makes for the growth and prosperity of the city. It is also somewhat unique in the active part it has taken in great national movements looking to the development of the whole country. It was influential in bringing about the formation of the new department of commerce and labor, in securing trade reciprocity with foreign countries, and in the development of southern industrial. Its voice has been insistent for an inter-oceanic canal, and for a Lakes-to-the-Gulf deep waterway.

Pittsburg factories turn out articles of almost every line for commerce. There are more than 5000 manufacturing establishments in Allegheny county, giving employment to more than 500,000 workers. The city itself is especially noted for the manufacture of boilers, engines, coal-drilling machines, drop forgings, railroad supplies, stoves, varnishes, brick, tile, terra cotta, cork, and copper. The output of its factories has more than doubled within a few years.

The gain in Pittsburg's population and in its manufactures has increased the volume of its general business, so that building sites have been at a premium, and skyscrapers have come much into evidence. And the city as now

constituted is only the center of Greater Pittsburg. If you take a little trip to the top of one of those hills that surround the city you may look down into a district where 3,500,000 cars bring in 113,000,000 net tons and out every year. In that valley 250,000,000 feet of natural gas are being consumed daily. As you look down upon the city you see the mammoth stacks belching forth clouds of smoke, and you are reminded of the fires of Pittsburg's past.

"My commonest thoughts are winged with steel."

And I coin vast iron acts, And orb the impalpable dreams of seers, Into comely lyric facts."

But there is also another side to Greater Pittsburg. It is also an important educational center. The old Pittsburg academy has become the Western University of Pennsylvania, with its departments of literature, engineering, law and dental surgery. There are three theological schools of high standing in Allegheny. Then there is the Pennsylvania College for Women, with its beautiful grounds and buildings. The Pittsburg Academy of Science and Art, and the University Extension Society of Pittsburg are also doing much to provide popular instruction for the people.

Most notable and best known of all is Carnegie Institute, the splendid benefaction of Mr. Andrew Carnegie. The Carnegie Library and Institute of Pittsburg, as it is now designated, comprises the library proper, the music hall, the department of fine arts, the department of museums, and finally, the department of technical schools, housed in special buildings. Mr. Carnegie's total gift to the institute up to the present time is more than \$18,000,000.

An interesting feature of the library is the free access accorded the visitor to the white enameled terra cotta bookstand, lighted from three large courts. The eleven stories of the stack are connected by an electric elevator. Another interesting feature is the story hour of the children's department.

The Monitor  
IS THE PAPER  
FOR THE HOME

## PITTSBURG

## VIRGIL

## PIANO SCHOOL

ROBERT COLSTON YOUNG, Director.  
Formerly First Assistant to Mrs. A. M. Virgil of New York City.

415 PENN AVENUE  
Near Hotel Lincoln.

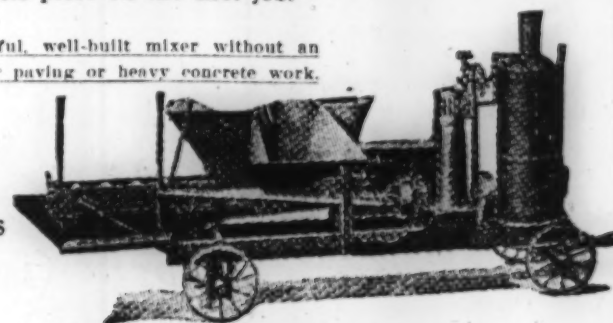
## The Svenson Concrete Mixer

Mixes concrete the ENGINEER'S way—automatically and in absolute proportion; first dry, then wet.

Does the work the CONTRACTOR'S way—at low cost, often earning its price on the first job.

A powerful, well-built mixer without an equal for paving or heavy concrete work.

Capacities  
7 to 16  
cubic yards  
per hour.



Catalogue and prices on request.

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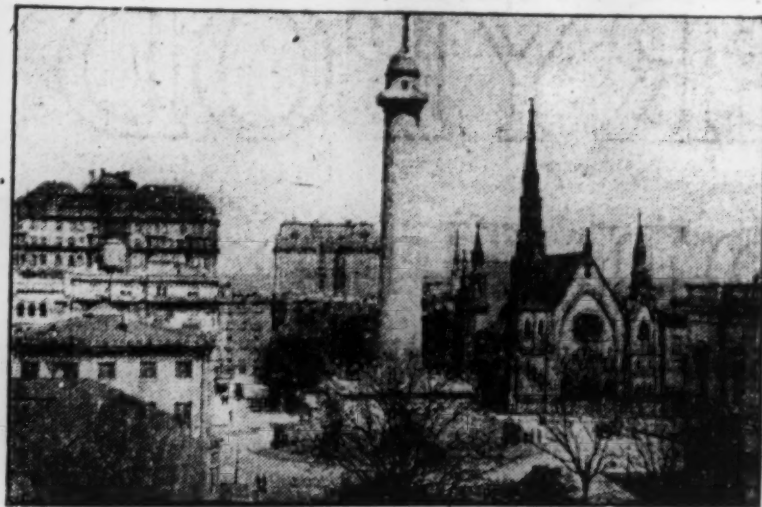


## Baltimore Early in Railroad History of Country And Today One of Large Manufacturing Centers

"Old Line State" Devoting  
Much Attention to Market  
Gardening, Peaches and  
Other Fruits.

### SCHOOLS OF NOTE

BALTIMORE, Md.—Alongside of landmarks that proudly proclaim a wealth of historical association reveal with or antedating the time of Washington, Baltimore boasts of achievements that signify advanced stages of progress. The chief railroad lines entering the city pass beneath it, through immense tunnels. It is fitting that Baltimore should be in advance in railroad matters, since the construction of the first important railroad line in the United States, the Baltimore & Ohio, was begun in Baltimore in 1828. That was about the time that



A BALTIMORE LANDMARK.

Washington Monument is one of the historic memorials for which the old Revolutionary city is famous. Hotel Stafford is in the extreme left background, and Hotel Belvedere in the background almost behind the shaft.



LEXINGTON MARKET, BALTIMORE.

Typical market scene showing the open air stalls for the sale of the fruits and vegetables of the season.

the vessels known as "Baltimore clipper" began to be spoken of every sea, and became famous for their speed, beauty and seaworthiness.

Today the annual output of the Baltimore canneries is upward of 50,000,000 cans, the preparation of which gives employment to thousands of skilled operatives. Fruits and oysters are the chief contents of the cans, while the manufacture of shoes, boots, clothing, cotton fabrics, flour, fertilizers, brick, machinery and metal goods affords means of

earning a livelihood to many thousands. The oyster industry of Maryland is colossal, and so important is this bivalve in the economy of the state that it has the distinction of having a small but effective navy maintained for the purpose of its protection. The shad and other fisheries of the state are likewise of large importance. More than 30,000 persons are engaged in the oyster industry.

The staple and reliable products of the soil, however, are becoming more and

more important in the affairs of the "Old Line" state. Peach growing and market gardening have been developed immensely within recent years, the Eastern Shore having developed particularly into a region of fruit culture. Wheat, corn and oats, potatoes, both whites and sweet, live stock and animal products constitute the chief agricultural resources of the state. Large deposits of remarkably fine fireclays furnish a basis for a prosperous brick industry, while marble, granite and other building stones, limestone and roofing slate are numbered among the mineral resources. The annual coal output is in the vicinity of 5,000,000 tons.

Public education has prevailed in Baltimore since 1827, when the school system was established. The leading institution of learning of the state, Johns Hopkins University at Baltimore, is one of the foremost educational centers in the United States, and enjoys a worldwide celebrity. Baltimore contains like wise the University of Maryland, Peabody Institute, Womans College and Bryn Mawr school, while as early as 1845 Annapolis, a quaint town with an atmosphere more closely resembling that of a European than an American city, was chosen for the seat of the United States Naval Academy, at which the officers of the American navy receive their professional education.

## TRAVELS AMONG THE INDIANS OF TODAY ARE INTERESTING

Shiprock Agency for Navajos Found to Be Developing  
Farming Instinct and Good Schools—Alanson Skinner  
Relates Predicament in Ojibway Country.

NEW YORK—In connection with the recent report from Washington regarding the increase in numbers among the Indians several other accounts of conditions, which have just been issued, are of interest.

Matthew K. Sniffen, secretary of the Indian Rights Association, has given to the public through various letters written to Herbert Welsh of Philadelphia, corresponding secretary, some instructive reviews of field work among the Indians in the reservations of the West. In speaking of the Shiprock agency for the Navajos he says:

"I was agreeably surprised at the work Mr. Shelton has done on his section of the Navajo reservation. The shiprock agency was established in 1903, and the way the place has been developed shows that Mr. Shelton is a man of more than ordinary ability in coping with the physical conditions he had to face.

"He transformed what was a barren desert into a garden spot, and it is one of the finest agencies that I have ever visited. Shelton turned the channel of the San Juan river (a most unruly stream) in such a way that, where originally there was a good deal of swamp and low land, he now has a flourishing farm of 300 acres of fine land under cultivation. He made that same river furnish all the water needed for irrigation, and he has a very complete system of ditches covering the entire place.

"The school grounds are beautifully laid out with an abundance of flowers and grass lawns. The buildings were all erected under his supervision, and are not only well constructed and located, but they were kept in as clean and sanitary condition as possible. Most of the 170 pupils enrolled were at the school, and I have never seen a brighter, cleaner and more contented set of children.

Speaking of his trip through the Flathead reservation in Montana, Mr. Sniffen continues:

"The allotment work was recently completed on the reservation, and the Indians were given the cream of the land. Under the old regime, the young Indian had no real chance, as some of the chiefs and head men claimed nearly all of the desirable spots, and when the former sought to make a home for himself he was treated as a trespasser. Now the majority of the Indians live on their own places, and are doing well.

"The reclamation service people are at present working on the reservation developing the water resources; reservoirs will be built, and ditches dug, so that most of the tillable land will be brought under irrigation. The soil is very fertile, and when this work is completed the land will be as valuable as any in Montana. The men in charge of the

reclamation work are of a high type (at least those whom I met), and they appear to be anxious to help the Indian to the fullest extent."

Alanson Skinner, who has just returned from a four months' trip in the Hudson bay region for the American Museum of Natural History, furnishes an interesting account of a peculiar experience he had among the Ojibways. In company with two guides he traveled 1400 miles by canoe through the country north of the Great lakes.

At Wapoose, about half way between Lake Superior and Hudson bay, he was entertained by a prominent Indian, Inunimi (rabbit man), who in return for courtesies to which he was not accustomed, proffered the white stranger his 14-year-old daughter as a present. Mr. Skinner relates that he was much embarrassed at this proposition and only got out of the difficulty by saying that he would come back for her in four years. "Then the Indian left ceremoniously with his daughter, who was really frightened but who seemed more or less resigned," says Mr. Skinner. "She had a first name which I could not pronounce, but she probably got a new one after that episode. I saw her later and took her picture, but she was afraid of me. They are all shy of the camera. The worst of it is that she is probably being kept for me."

### OFFICIAL LINGUIST KNOWS SECRETS

Wilfred Stevens of Shakopee, Minn., translator in the service of the United States government, has a working knowledge of 20 or more languages and can converse in as many dialects of various other tongues as may be demanded of him, says the San Francisco Argonaut. He knows more diplomatic secrets than any official of the government, with the possible exception of the President and secretary of state.

In his capacity of chief translator of the state department he practically reads every secret message that comes to Washington from other governments. When he entered the state department as a translator a little more than five years ago he was familiar with nine languages, and since that time has mastered every language of political importance in the world.

Mr. Stevens has recently perfected an entirely original classification of all the Chinese characters, whereby he is able to place his finger instantly on any one of the 12,000—something—which is said to be impossible under any other classification now in use.

## LONDONERS WEAR PINK 'BUTTONHOLE'

Man, it appears, or at any rate the young man, is once more to dazzle the town with what is known to florists as a "buttonhole," but which in reality is a pink carnation; for no other flower—not even the peerless orchid—is to be suffered to decorate the manly breast this season, says the London Sketch. This revival of an intermittent fashion is certainly to be encouraged, for the wearing of a flower implies a certain amount of gayety and optimism, qualities of which we are in need just now.

### FINE NEW HAMPSHIRE SCHOOLS.

WINDHAM, N. H.—Probably district No. 1 in this town is the only ungraded school of 15 pupils in the state that has the exclusive use of a \$10,000 school building. It was a gift from one man to the district.

## METAL AND WOOD LIFTING STRENGTH

The following figures, says the New York Press, show the weights which can be sustained before breaking by rods of various materials a quarter of an inch in diameter: Best steel 9000 pounds; soft steel 7000 pounds; iron wire 6000 pounds; good iron 4000 pounds; inferior bar iron 2000 pounds; cast iron 1000 to 3000 pounds; copper wire 3000 pounds; silver 2000 pounds; gold 2500 pounds; tin 300 pounds; cast zinc 160 pounds; cast lead 50 pounds; boxwood 1200 pounds; tough ash 1000 pounds; elm 800 pounds; beech, cedar, white oak and pitch pine 600 pounds; chestnut and maple 650 pounds; poplar 400 pounds.

### MILLIONS USE FREE BATHS.

New York's nine free floating baths were utilized by 2,323,070 persons last summer, according to a statement by the bureau of public offices and buildings.

## Mr. Advertiser— Are You Getting Personal Service?

¶ Nothing human ever came out of a slot machine—and advertising is a distinctively human, personal and individual product.

¶ An advertising agency cannot turn itself into a factory, and do justice to its clients.

¶ The relation of an advertising agent to his client is a personal one. He is—or ought to be—the confidential adviser of his client in everything connected with sales and publicity.

¶ That's the idea on which the J. Walter Thompson Company has done business for forty-five years.

¶ There is no divided responsibility here—for what is everybody's business is nobody's business. The interests of each client are looked after by one person, who is, in every case, a

trained and experienced advertising man. He is responsible to the agency for the success of his client's proposition. Behind him are the resources, skill and accumulated experience of the whole organization—with its well equipped copy and art departments.

¶ The advertiser gets the benefit of individual responsibility and personal service, combined with the effective cooperation of an efficient organization.

¶ Among our clients are some of the biggest enterprises in America. That we have had their accounts for years is proof of the efficiency of Personal Service.

¶ We want new clients.

¶ Write us about your sales problem, and we may be able to give you some valuable information.

## J. Walter Thompson Company Advertising Agents

Established 1864

New York: 44 East 23rd Street  
Chicago: The Honkey  
Cleveland: 1106 American Trust Building  
Boston: 31 Milk Street  
Detroit: Trussed Concrete Building  
Cincinnati: First National Bank Building  
Philadelphia: Lafayette Building

## "The Triumph of Truth Over Error"

"The great painting by HENRY B. FULLER, which has been awarded the Carnegie prize at the National Academy Art Exhibition in New York."

We have arranged with Mr. Fuller for the exact reproduction of this beautiful painting. The colors are an exact reproduction of the original, and the lithographed picture (post card size), on heavy enamelled paper, size 6x9, for framing, together with a set of six "MOTTO" post cards, will be sent postpaid on receipt of 25 cents.

This is what the artist thinks of our reproduction of his picture:

GREEN & CO., 200 Broadway, New York.

Dear Sirs—Thanks for the proof in color of my picture, "The Triumph of Truth Over Error," which is at hand. It is surprisingly well executed and true to the original and I am much gratified with the success of it. I remain,

Oct. 19, 1909. Deerfield.

Sincerely yours, HENRY B. FULLER.

## This Special Offer Will Last for Thirty Days

Fill out the coupon and mail same, together with 25 cents in stamps or silver, at our risk.

GREEN & CO., 200 Broadway, New York City

Enclosed please find 25 cents, for which send me postpaid the picture "THE TRIUMPH OF TRUTH OVER ERROR," with six motto post cards.

Name ..... Address .....

..... My dealer's name is .....

## You Will Be Interested In This

The following letter was written upon the stationery of one of the largest packing concerns in America:

October 25, 1909.

Christian Science Monitor,  
Falmouth and St. Paul Sts.,  
Boston, Mass.

Gentlemen:

Permit me to compliment you on the excellence of your articles on "Wool" which appear from time to time on the financial page of your excellent newspaper.

In my capacity as buyer for the above corporation, I suppose I handle more sheep than any other person, and to forecast market conditions I have to keep posted on wool markets and I have never read any series of articles pertaining to wool so concise and so close to the real situation, and which have proved to be so accurate.

I have shown a number of these articles to the head of our wool sales department and he came to me the other day with a surprised expression and declared they were the best articles on wool markets that have come under his observation and that the writer of them has a keen grasp of the wool business.

This is only one of the many excellent features of your newspaper. I did demur about subscribing but

now I would not be without it; with its "Home Forum", editorial page, and general news matter it is the most satisfying "Daily" that comes to my home.

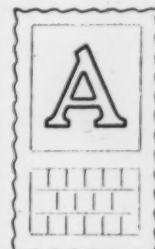
With best wishes, I am,

Yours respectfully,

R. S. Matheson



# THE STORY EVERYBODY'S DIDN'T PRINT



STORY was thrown out of the forms of EVERYBODY'S MAGAZINE a month ago, after the presses had been started.

Killing the story at the last moment, holding the presses for another story to be put in, sacrificing the original illustrations--all meant big extra expense.

The story was "killed" because the Editor discovered that it concealed a bit of sly humor which would arouse a laugh half malicious in its character. He took the stand that this bit of humor was not essential to anybody's happiness; that to print it might wound the serious convictions of some people, and would not help any one.

The incident is told here because we feel that it is fully as important to a reader to know what a magazine will not print as to read a glowing prospectus of what it will.

The Fiction and Humor in EVERYBODY'S come fresh to you from the best authors, and, so far as the editors can insure it, are in their best vein. It is our intention to keep them cheerful, optimistic, and spirited. In regard to the more serious articles, it is not always possible to avoid giving offense to the contrary-minded

## Judge Lindsey's Remarkable Autobiography

just beginning in the magazine, is a case in point. There are many people who have tried to stifle JUDGE LINDSEY'S story and who undoubtedly will seriously object to having it published. His narrative is of so remarkable a character that it never would have been published by Everybody's Magazine were it not for an earnest hope and belief that the lasting effect would be for good. If it gives the growing boys and girls a better chance for life and happiness, and removes some of the influences that tend to warp and twist their lives; if it lets wholesome light into some of the dark places, Judge Lindsey will be more than satisfied, and Everybody's Magazine will feel that the publication of the story has been justified.

Every citizen having the welfare of his state or country at heart should read what Judge Lindsey has written, because it plants the guide-posts that point the way toward the "national square deal"

\$1.50 a Year

*Everybody's  
Magazine*

15 Cts. a Copy

THE RIDGWAY CO., Publishers, New York City



BOSTON, MASS., WEDNESDAY, NOVEMBER 24, 1909.



## BOSTON SENDS BIG SUPPLY OF LUMBER TO SOUTH AMERICA

Most of the Cargoes of Lumber-Laden Vessels Landed at Buenos Aires, Rosario and Montevideo.

### FEW YANKEE SHIPS

MORE than 25,000,000 feet of lumber have been loaded at Mystic wharves, Charlestown, so far this year, for South American ports.

This immense shipment of building material places Boston in the front rank as an exporter of white pine, almost equalling in volume the heavy exports of yellow pine from Gulf ports to the River Plate.

Although the quarterdeck has been almost swept from the seas by the bridge, and huge ocean steamers ply the lanes of travel once traversed by the famous Yankee clipper ships, the day of square-rigged canvas is not yet past, as may be seen by a visit to these lumber wharves along the Mystic, where a long line of square-riggers are tied up, taking on cargoes of pine, ash and oak for Buenos Aires, Rosario or Montevideo.

The American flag is flown by very few of the lumber fleet. Looking over the records of last year, it may be seen that only five vessels of American registry took cargo to Argentina during that period.

The Lewis H. Goward, one of the number, is a schooner, the only fore-and-aft in the trade. The other four were barkentines, the oldest of the quartet being the wooden barkentine Antioch, built at Kennebunk, Me., in 1876. She is a vessel of 287 tons gross, and able to carry a little more than 750,000 feet of lumber beneath her decks.

British and Norwegians divided the honors equally last year in the number of cargoes taken out under their respective flags, each nationality making eight sailings. The other two countries engaged in the trade, the United States and Italy, also came out even, with five vessels apiece.

Increasing competition of foreign vessels has materially reduced the profit in lumber charters, as well as in other ocean freights, so that a rate of 88 per thousand feet is now considered high, although a dozen years ago \$15 was the average rate.

Till recently the British had things all their own way but the past few years Italian and Norwegian craft, with their cheaper labor have been able to secure a great deal of the business, and if the lumber companies were not financially interested in some of the American and British craft it is probable that these latter vessels would find little to do, and thus be compelled to follow the old clipper to an inglorious end as a large or lighter.

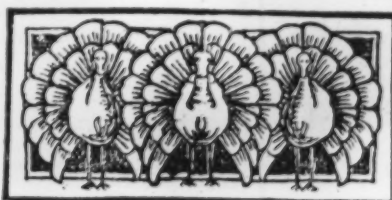
As a good example of the type of Norwegian vessel engaged in lumber transportation, the iron bark Gudrun answers the purpose admirably. Almost 30 years old, she is still in good condition, and will undoubtedly be a reliable cargo-carrier for years to come.

Her false ports, painted a grim black against a wide band of white, a characteristic of Norwegian craft, recall the days of the black flag and jolly roger, when many peaceful merchantmen

(Continued on Page Seven.)

# The First Thanksgiving Day Proclamation

President Washington Set Apart a Thursday in February One Hundred and Fourteen Years Ago to Be Observed as a Day of Public Thanksgiving and Prayer.



Original Document Carefully Preserved at National Capital in Custody of the Chief of the Bureau of Rolls and Library of the Department of State.



ONE of the most interesting relics in the possession of the United States government is the first Presidential Thanksgiving Proclamation. This forerunner of a long line of Thanksgiving edicts is not on display at the national capital, and there are few persons who know of its existence. Even the federal officers did not pay much attention to the precious document until a few years ago. Along with other proclamations and executive orders of our early Presidents, it was stored with no special care in an old cabinet at the State department. Then there was an agitation for the preservation of these early documents, and the first Proclamation was

one of those "restored" by the experts in the rejuvenation of old manuscripts and permanently deposited for safekeeping between the heavy leaves of a huge volume specially provided for the purpose and luxuriously bound in red levant.

This initial Thanksgiving Proclamation, however, required very little repair work in the restoring, and as it stands today the pioneer Thanksgiving decree is one of the best preserved of all the public documents to which George Washington affixed his signature. Not only is the paper (it covers two pages) intact, but the ink is brilliant, bringing out the full force of the bold hand in which it is penned. Aside from the significance of

its contents and the occasion which prompted it, there is double interest through the circumstance that the Proclamation is signed not only by Washington but also by his famous Secretary of State, Edw. Randolph.

There prevails an impression that Abraham Lincoln was the originator of the Thanksgiving Day custom and the author of the first Thanksgiving Day Proclamation. So he was in a sense. That is, he originated the annual Thanksgiving observance as we know it today and for which a day is set aside each November. So likewise was the Thanksgiving Proclamation which Lincoln issued in 1863 the first of what might be designated the present series of Thanksgiving proclamations, according to the present interpretation of the term. There were sent broadcast from the White House, from time to time, executive proclamations of Thanksgiving, but these were issued at irregular intervals, and at various seasons of the year, and had no design to create Thanksgiving day as an annual institution. However, the proclamation which George Washington issued in 1795 is entitled to rank as a bona fide Thanksgiving proclamation for all that it set apart a day in February instead of a day in November, as is at present observed. It will be noted, however, that Washington chose Thursday as the day of the week for the Thanksgiving festival, and this choice has become permanent.

George Washington's document is headed: "By the President of the United States of America, a Proclamation," and reads:

"When we review the calamities which afflict so many other nations the present condition of the United States affords much matter of consolation and satisfaction. Our exemption hitherto from foreign war, an increasing prospect of the continuance of that exemption, the great degree of internal tranquillity we have enjoyed, the recent confirmation of that tranquillity by the suppression of an insurrection which so wantonly threatened it, the happy course of our public affairs in general, the unexampled prosperity of all classes of our citizens — are circumstances which particularly mark our situation with indications of the Divine Benevolence towards us. In such a state of things it is, in an especial manner, our duty as a people, with devout reverence and affectionate gratitude, to acknowledge our many and great obligations to Almighty God and to implore him to continue and confirm the blessings we experience.

Deeply penetrated with this sentiment I George Washington President of the United States do recommend to all Religious Societies and Denominations and to all persons whomsoever within the United States to set apart and observe, *hereby* the annual Festival of February next as a day of public Thanksgiving and prayer, and on that day to meet together and render their sincere and hearty thanks to the great ruler of nations for the manifold and signal mercies, which distinguish our lot as a nation, particularly for the preservation of our liberties with order, for the preservation of our peace foreign and domestic, for the reasonable control which has been given to a spirit of disorder in the suppression of the late insurrection, and generally for the prosperous course of our affairs, public and private, and at the same time humbly and devoutly to beseech the kind author of these blessings to prolong them to us, — to imprint in our hearts a deep and solemn sense of

our obligations to him for them — to teach the whole family of mankind, by testimony whereof I have caused the seal of the United States of America to be affixed to these presents and signed the same with my hand. Done at the city of Philadelphia, the first day of January, 1795, and of the Independence of the United States of America, the nineteenth.

By the President of the United States of America, a Proclamation,

Edw. Randolph

Secretary of State

Proclamation by Washington

and fervently to beseech the kind author of these blessings graciously to prolong them to us — to imprint on our hearts a deep and solemn sense of our obligations to him for them — to teach us rightly to estimate their immense value — to preserve us from the arrogance of prosperity and from hazarding the advantages we enjoy by delusive pursuits — to dispose us to merit the continuance of his favors, by not abusing them.

By our gratitude for them, and by a correspondent conduct as citizens and as men — to render this country more and more a safe and propitious asylum for the unfortunate of other countries — to extend among us true and useful knowledge — to diffuse and establish habits of sobriety, order, morality, and piety, and finally to impart all the blessings we possess, or ask for ourselves, to the whole family of mankind.

In Testimony whereof I have caused the seal of the United States of America to be affixed to these presents and signed the same with my hand. Done at the city of Philadelphia the first day of January, 1795, and of the Independence of the United States of America the nineteenth.

By the President of the United States of America, a Proclamation,

Edw. Randolph

Secretary of State

DAY IN FEBRUARY APPOINTED.

The decree was promulgated at Philadelphia in 1795 and was signed not only by Washington, but also by Secretary of State Edward Randolph.

PICTURES SHOWN IN WHITE HOUSE

In every government department, and in every bureau, are to be found pictures of the former heads of those departments or bureaus. Pictures of all of the Presidents are not in the White House, but many are to be found there, says the Chicago Daily Journal.

Neither are the pictures of the wives of all the Presidents, those who occupied the position of "first lady of the land," to be found in the White House, though a goodly number have been preserved.

It is rather a notable fact that the pictures of nearly all the women who have acted the position of mistress of the White House are placed in the lower rooms and corridors. This position might be termed the basement, though it scarcely merits that position in architecture.

All of these corridors are used at the big functions at the White House, and no doubt more people see the pictures of the women than would be the case if they were hung in the upper rooms.

FOUNDING DATES OF BIG COLLEGES

An interesting compilation of the dates of the founding of the great universities of the world, says the Egyptian Daily Post, has been made as follows:

The University of Oxford was founded by King Alfred in 872; the first college of the University of Cambridge was founded by Hugo, bishop of Ely, in 1257; the University of Paris was founded by King Phillip II, about 1200; the first University of the German empire was at Prague, Bohemia, 1348; Trinity College, Dublin, was incorporated by royal charter in 1594; the University of Edinburgh, the youngest in Scotland, was founded in 1582 by a charter by King James IV. of Scotland, 171 years after St. Andrews, the most ancient; Harvard University had its beginning at Newton, after Cambridge, Mass., in 1636; Yale University had its beginning at Saybrook, Conn., in 1700, and was removed to New Haven in 1716, and the William and Mary College was started in 1617 and was chartered at Williamsburg, Va., in 1693.

## FINE OLD MANSION WAS BIRTHPLACE OF PRESIDENT PIERCE

For 40 Years the Hillsboro Lower Village (N. H.) House Was the Home of His Father.

### RICH HOSPITALITY

CONCORD, N. H. — Of the 36 states of the Union but 11 are distinguished



FRANKLIN PIERCE, Fourteenth President of the United States, who was a son of New Hampshire.

as being the birth-place of a President. One of these states is New Hampshire. In the southern part of New Hampshire is a hamlet known as Hillsborough Lower Village, named after Col. John Hill of Boston. At the edge of this village, on a beautiful spot, stands a large, two-story, old-fashioned house which was built in the year 1804 by Col. Benjamin Pierce, who, after distinguishing himself as a patriot and soldier of the revolution, settled on the spot in 1785.

This mansion was for 40 years the home of Colonel Pierce, who became Governor of New Hampshire. Here also on Nov. 23, 1804, was born his illustrious son, Franklin Pierce, New Hampshire's only President.

There are eight rooms on the ground floor. In the northeast corner is the room in which former President Franklin Pierce was born. Until within a few years, the most interesting part of the house was the large hall. The walls of this room were adorned with the portraits of Governor and Mrs. Pierce, General and Mrs. John McNeil, President Franklin Pierce, Judge and Mrs. Chandler E. Potter, and other members of the Pierce and McNeil families.

The parlor is on the left of this hall. Here is one of the great fireplaces with hand carved and paneled mantel-piece. The walls of this room are covered with the original paper hung over a century ago, representing in panels scenes about the Bay of Naples, in different shades of

(Continued on Page Seven.)

## First National Thanksgiving

By the President of the United States of America.  
A Proclamation

When we review the calamities which afflict so many other nations the present condition of the United States affords much matter of consolation and satisfaction. Our exemption hitherto from foreign war, an increasing prospect of the continuance of that exemption, the great degree of internal tranquillity we have enjoyed, the recent confirmation of that tranquillity by the suppression of an insurrection which so wantonly threatened it, the happy course of our public affairs in general, the unexampled prosperity of all classes of our citizens — are circumstances which particularly mark our situation with indications of the Divine Benevolence towards us. In such a state of things it is, in an especial manner, our duty as a people, with devout reverence and affectionate gratitude, to acknowledge our many and great obligations to Almighty God and to implore him to continue and confirm the blessings we experience.

Deeply penetrated with this sentiment I George Washington President of the United States do recommend to all Religious Societies and Denominations and to all persons whomsoever within the United States to set apart and observe, *hereby* the annual Festival of February next as a day of public Thanksgiving and prayer, and on that day to meet together and render their sincere and hearty thanks to the great ruler of nations for the manifold and signal mercies, which distinguish our lot as a nation, particularly for the preservation of our liberties with order, for the preservation of our peace foreign and domestic, for the reasonable control which has been given to a spirit of disorder in the suppression of the late insurrection, and generally for the prosperous course of our affairs, public and private, and at the same time humbly and devoutly to beseech the kind author of these blessings to prolong them to us, — to imprint in our hearts a deep and solemn sense of

COPY OF ORIGINAL DOCUMENT.

People of United States called upon by First President to render thanks to great ruler of nations for manifold and signal mercies.

## GERMAN POSTAL BANKS A SUCCESS

Consul Thomas H. Norton of Chemnitz in reporting that the system of carrying accounts in a postoffice and drawing checks upon the same was introduced in the German postal system on Jan. 1, 1909, reviews the initial success which it has already attained.

"At present bank accounts are kept in only a few large postoffices, each of which meets the wants of an extensive territory. At the close of January the number of such accounts in the Berlin postoffice was 3285; at Leipzig, 2877; at Cologne, 2872. The total number of accounts opened during the first month was 16,210. Deposits during the month were, in round numbers, \$20,000,000."

## SHIP SMOKE PIPE SLANT EXPLAINED

The smokestacks on ocean vessels of recent years have been made to slope backward more particularly to give the steamer a rakish air, the mast also being given the same slope, says a writer in St. Nicholas. As to the effect on the draft, there is a slight one, as the wind pressure on the front of the stack sloping up and over the top of the stack is more apt to draw the smoke out than cut it off, but from all we are aware of, this seems to have been held of secondary consideration.

The shape of the smokestacks also is changing from round to oval, so as to present less surface at the front.



WILLIAM MCNEIR.

## President's Thanksgiving Proclamation

THE season of the year has returned when, in accordance with the reverent custom established by our forefathers, the people of the United States are wont to meet in their usual places of worship on a day of thanksgiving appointed by the civil magistrate to return thanks to God for the great mercies and benefits which they have enjoyed. During this past year we have been highly blessed. No great calamities of flood or tempest or epidemic of sickness have befallen us. We have lived in quietness, undisturbed by wars or rumors of wars. Peace and the plenty of bounteous crops and of great industrial production animate a cheerful and resolute people to all the renewed energies of beneficent industry and material and moral progress. It is altogether fitting that we should humbly and gratefully acknowledge the divine source of these blessings.

Therefore, I hereby appoint Thursday, the twenty-fifth day of November, as a day of general thanksgiving, and I call upon the people on that day, laying aside their usual vocations, to repair to their churches and unite in appropriate services of praise and thanks to Almighty God.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed. Done at the city of Washington, this fifteenth day of November in the year of our Lord one thousand nine hundred and nine and the independence of the United States the one hundred and thirty-fourth.

By the President:  
P. C. KNOX, Secretary of State.

WILLIAM H. TAFT.

## Governor's Thanksgiving Proclamation

To the People of Massachusetts:

IN accordance with ancient customs, and by and with the advice and consent of the council, I appoint Thursday, the twenty-fifth day of November, as Thanksgiving day.

Annually, since colonial days, the people of the commonwealth have observed a day of thanksgiving for the mercies which have been vouchsafed to them by Almighty God.

No year has been more appropriate for such an observance than this year of 1909. In material things we have cause for thanksgiving, because our people are prosperous. What is of more importance is that liberty of conscience, which caused the settlement of Massachusetts colony, has been preserved in the laws of the commonwealth and is believed in by the people.

We have great cause to be thankful that the people of this day and generation recognize peculiarly their obligations to each other, and the strong and well-to-do are giving of their strength and means to help their less fortunate neighbors.

May all the people take some time of this day to thank Almighty God for the blessings which have been so bountifully showered on the United States as a nation, and Massachusetts as a commonwealth.

Given at the council chamber this third day of November, in the year of our Lord one thousand nine hundred and nine, and of the independence of the United States of America the one hundred and thirty-fourth.

EBEN S. DRAPER.



# Holiday Page for the Boys and Girls

## Youthful Volunteers Help Along The Digging of the Panama Canal



BUILDING A PANAMA EXCAVATOR.

Boys on isthmus, sharing in the canal spirit, construct a "steam shovel" to be operated by hand power.

PANAMA—The picture sent herewith shows the result of the effort that some juvenile canal "diggers" have made in order to assist "Uncle Sam" to dig the great Panama canal.

The little "digger" seated under the roof conceived the idea of building a "steam shovel" that "could be operated by hand power," thereby saving many dollars in coal bills, so with the assistance of the other little diggers, a discarded cracker (tin) box, a lot of here-and-there picked up pieces of lumber, a piece of roofing iron, some rope and pulley blocks, a hammer, a saw, some nails and spikes, together with a vast amount of arguing pro and con, mutual advice,

energy, and the loving spirit of wanting to help, they produced a machine of which they are justly proud and which cannot but inspire and strengthen the ambition and encourage the resolve of Papa.

This "help-each-other" spirit on the great work on the Isthmus of Panama is not confined solely to the little "boy diggers," for all along the banks of the canal, mamma and sister can talk of steam shovels, dynamite mines, excavations and transportation, with a tone and wisdom that unify interest, inspire purpose, and bring into the home life of the canal digger a bond of love that only harmonious desire can give.

### LESSON FROM THE SEA.

How smooth the sea-beach pebbles are!

But—do you know  
The ocean worked a hundred years  
To make them so?  
And I once saw a little girl  
But—do you know, I heard her cry,  
Because she could not cure a fault  
With one small "try."

—Selected.

### DESK DECORATION.

The daintiest of calendars and blot-  
ters are easily made if you have a  
camera. A view of the house mounted  
for the cover or first month, interior  
views and pictures of home folk for the  
others, with tiny calendars printed or  
cut out and pasted on for each. One pic-  
ture nicely mounted with the calendar  
for the year or several blotters at-  
tached may be used. This is suitable  
for a man's office, den, or for members  
of the family away from home.

♦♦♦

I want it said of me by those  
who know me best, that I always  
plucked a thistle and planted a  
flower where I thought a flower  
would grow.—William E. Glad-  
stone.

### Thanksgiving Fun

#### HEAVY STICK.

TAKE a stick of wood in your hand  
and say: "Now you see this piece  
of wood? Well, the person who tries to  
carry it out of the room will find the  
task too much for him."

Naturally some one will want to prove  
the truth of your statement, and say:  
"Let me try." Thereupon take a pen-  
knife and cut off a tiny bit of the stick  
and give it to the person to carry out  
of the room. By repeating this little  
stratagem a dozen times or so you will  
find the person ready to quit.

#### IMPROVING A FIGURE.

Tell a friend to write the figures 1,  
2, 3, 4, 5, 6, 7, 9 on a piece of paper  
and to point out the figure which he  
considers the worst formed in the line.  
Mentally multiply the figure to which  
he points by nine, and tell him to multi-  
ply his line of figures by the result.  
Thus if he points to 5, tell him to  
multiply 12,345,679 by 45. The result  
will surprise both of you and give him  
a little practise in writing figures.

#### MATCHED DOMINOES.

The performer asks the company to  
match the blocks of a set of dominoes so  
that the numbers laid together corre-

## A Turkey's Thanksgiving

By MABEL A. BIRDNO.

Twice the day before Thanksgiving,  
And wee Ellie with laughing eyes  
Was watching mamma baking  
Cookies and pumpkin pies.

She had heard about the turkey  
Out in the cold woodshed,  
And that night at dark when papa came  
home  
Off would go its head.

And mamma told her girls  
How on Thanksgiving morn  
Each one should be very thankful  
And never feel forlorn.

At evening time, with hatchet in hand,  
Papa went out to the shed,  
The door was open, the turkey gone,  
And softly Ellie said:

"Tomorrow, you know, dear papa,  
Is glad Thanksgiving day,  
And I wanted him to be thankful,  
So I let him run away."

## THANKSGIVING GAMES

### P'S AND Q'S.

THE company forms a circle, and one  
person stands in the center as a  
questioner. In the answers to be given  
a forfeit is required if any one names  
a town beginning with a letter standing  
before Q in the alphabet. The leader  
may, perhaps, begin thus:

"Louis Napoleon is at the head of the  
army in Italy; where is his next move?  
Tell us where he is going, but mind your  
P's and Q's."

The unthinking speaker answers  
"Milan," for which a forfeit must be  
paid, as it stands before Q in the alpha-  
bet; and so the game goes on.

### CHINESE CHICKEN.

Chinese chicken is played with small  
blocks of wood. These are placed in one  
or more rows a short distance apart.  
They players take turns in hopping over  
these blocks to the end of the line and  
return picking them up. If a block is  
touched by the foot, or the other foot  
put down, or one of the blocks is

dropped in gathering them, the player  
goes to the foot of the line. Hopping  
always on the same foot should be  
avoided.

### FORFEITS.

Balance an Umbrella—Stand an um-  
brella upon its end in the middle of the  
room, let go its handle, turn around and  
catch it before it falls.

Eat a String—One person must be at  
each end of the string and a bonbon in  
the center. The string is taken into the  
mouth, drawn in with the lips, and each  
one endeavors to reach and appropriate  
the bonbon before the other.

Kick a Paper Ball—Make a small  
paper ball and lay it upon the floor.  
Then stand away from it the distance of  
three times the length of your own foot  
and try to kick it out of the way.

Blindfold Test—Two persons are blind-  
folded, and starting from opposite ends  
of the room, are told to shake hands.  
Their efforts to comply with the re-  
quest are amusing to the lookers on.

### MOST USEFUL ANIMAL.

The Petit Parisien recently organized a  
competition to discover the animal most  
useful to man. The horse won by a small  
margin, obtaining 1,269,872 votes, against  
the 1,243,117 of the cow, placed second.  
Then followed the dog with 1,203,473, the  
chicken and the bullock being separated  
by 300 votes for the next place.

### OLDEST CITY IN THE WORLD.

Damascus is the oldest city in the  
world, possessing a continuous history  
dating back for more than 4000 years.  
It was an old city when visited by the  
patriarch Abraham, and was an old city  
when Babylon and Nineveh were young.  
According to the Jewish historian Jose-  
phus, Damascus was founded by Uz, the  
great-grandson of Noah.

Books are a guide in youth, and  
an entertainment for age. They  
support us in solitude, and keep us  
from being a burden to ourselves.  
—Collier.

## Home-Made Candies

### CHOCOLATE CREAMS.

Take one square of Baker's chocolate  
and put in a cup; place cup in boiling  
water on the stove; let it remain until  
chocolate dissolves. Take French creams  
one at a time on a fork and dip into the  
melted chocolate.

### CARAMELS.

Two and one half cups granulated  
sugar, 2-3 squares Baker's chocolate,  
2-3 cup cream. Boil these ingredients in  
saucepan until they will harden in  
water; usually takes 20 minutes. As  
you take from the stove add 1-3 tea-  
spoonful vanilla and 1-3 cup of sugar.  
Pour into a pan in a hurry. When cool,  
cut into squares.

### ICE CREAM CANDY.

One coffee cup white sugar, ½ cup  
water, 1 large spoonful of vinegar, 2-3  
spoonful cream of tartar. Boil 25 min-  
utes without stirring, and flavor with

vanilla. When almost cold, pull it by  
the stove and it will become white.

### PEANUT CANDY.

Two cups granulated sugar; melt  
slowly until it becomes a syrup, stir  
occasionally at first and continually to-  
ward the last to prevent sugar from  
burning. After removing from stove stir  
in 1-3 cup of chopped peanuts. Pour into  
buttered tin. When cool cut into  
squares.

### PEPPERMINT WAFERS.

One cup granulated sugar, ¼ cup of  
milk; boil without stirring four minutes;  
add ¾ tablespoonful of flavoring. Stir  
briskly until it becomes creamy, and  
drop from a teaspoon quickly upon but-  
tered paper.

### COCOANUT CANDY.

Two cups powdered sugar, 1 cup water,  
1 cup cocoanut. Boil sugar and water  
13 minutes. Stir in cocoanut and beat  
until creamy.

spend. While this is being done he  
leaves the room. Returning he an-  
nounces the number of spots on the two  
last blocks.

Solution—The performer secretly re-  
moves a block bearing no double number  
of spots. The number of spots on this  
block must be the end numbers on the  
set. To avoid detection, it is advisable  
to change the block when the trick is to  
be repeated.

♦♦♦

The books which help you most  
are those which make you think  
the most. The hardest way of  
learning is by easy reading; but a  
great book that comes from a great  
thinker is a ship in thought, deep  
freighted with truth and with  
beauty.—Theodore Parker.

## JACK'S THANKSGIVING DINNER

ONCE upon a time Jack's Uncle Tom  
took him to a restaurant for dinner,  
and Jack never forgot it. He always re-  
membered it as the most delightful time  
he ever had in his life. In the front of  
the restaurant were two long counters  
filled with candy, and in one corner a  
soda water fountain. He always meant  
to go back some day, but a good oppor-  
tunity never came, and he was not allowed  
to go out of the yard by himself.

There was going to be a very lonesome  
Thanksgiving that year, Jack's papa  
and mamma were both away, and his  
grandma said she did not think it worth

while to get up much of a dinner just for  
a little boy; so Jack thought it would be  
a good time to go to the restaurant. He  
slipped out of the house and ran down  
one street and up another till he came  
to what he felt sure was the place. There  
was the candy and the soda water foun-  
tain in the corner.

He went in and sat down at one of  
the tables. A waiter stepped up to him  
and asked him if he wanted something.  
"Why, yes, sir," said Jack, "I want  
my dinner. I'll have some turkey,  
and a cranberry tart, and some pumpkin  
pie, and some candy and ice cream, and  
a pop-corn ball, and some soda water."

"Soda water, pop-corn balls, ice cream,  
cranberry tarts all gone," said the  
waiter.

Jack was disappointed. He thought a  
restaurant was the place to get anything  
you wanted. "Then I'll take some of  
your Thanksgiving dinner, 'cause we  
haven't any up to our house."

Everybody laughed, and a gentleman  
sitting near told the waiter to give him  
all he wanted, and he would pay for it.

Half an hour later the anxious face  
of Bridget appeared in the doorway. She  
had looked in every store on both sides  
of the street until she found him. There  
he was sitting in state in a high chair,  
a big napkin pinned around his neck,  
a turkey drumstick in one hand, a piece  
of cake in the other, and his curly head  
dropped over on one side fast asleep.—  
Selected.

# The New Child Book

"Around the World in a Berry Wagon"

ILLUSTRATED BY DENSLOW.

The children of today are the men and women  
of tomorrow, and business builders are fast real-  
izing the value of making friends of those who  
will be the buyers of the future.

With this idea in mind Messrs. Berry Brothers,  
Limited, varnish manufacturers, of Detroit,  
Michigan, makers of the celebrated varnish "Liq-  
uid Granite," have produced for distribution  
amongst the youngsters of the world a novel  
advertisement in the form of a book entitled  
"Around the World in a Berry Wagon."

This book is without question the most de-  
lightful, entertaining, instructive and beautiful  
child's work ever printed. It takes the children  
on a trip around the world in one of the celebrated  
Berry Brothers' toy wagons. This little book is  
entirely free from all advertising features excepting  
the picture of the wagon. It is beautifully printed  
by the Lithograph process in seven or eight colors,  
and is gracefully dedicated to the children of the  
world. It shows the trip of the Berry Cart  
through all the different countries and illustrates  
the children of these countries at play with the  
Berry Wagon, each picture being drawn by the  
celebrated child artist, Mr. W. W. Denslow, who  
is easily the king of all juvenile illustrators. The  
facial expression, dress, typical scenery, flag of  
the nation and the name of the country is shown  
on one page and opposite is a juvenile history of  
the country in question. The educational fea-  
tures of this little book, "Around the World in a  
Berry Wagon," are incalculable and it can hardly  
be imagined that it will not find its way into all  
parts of the world.

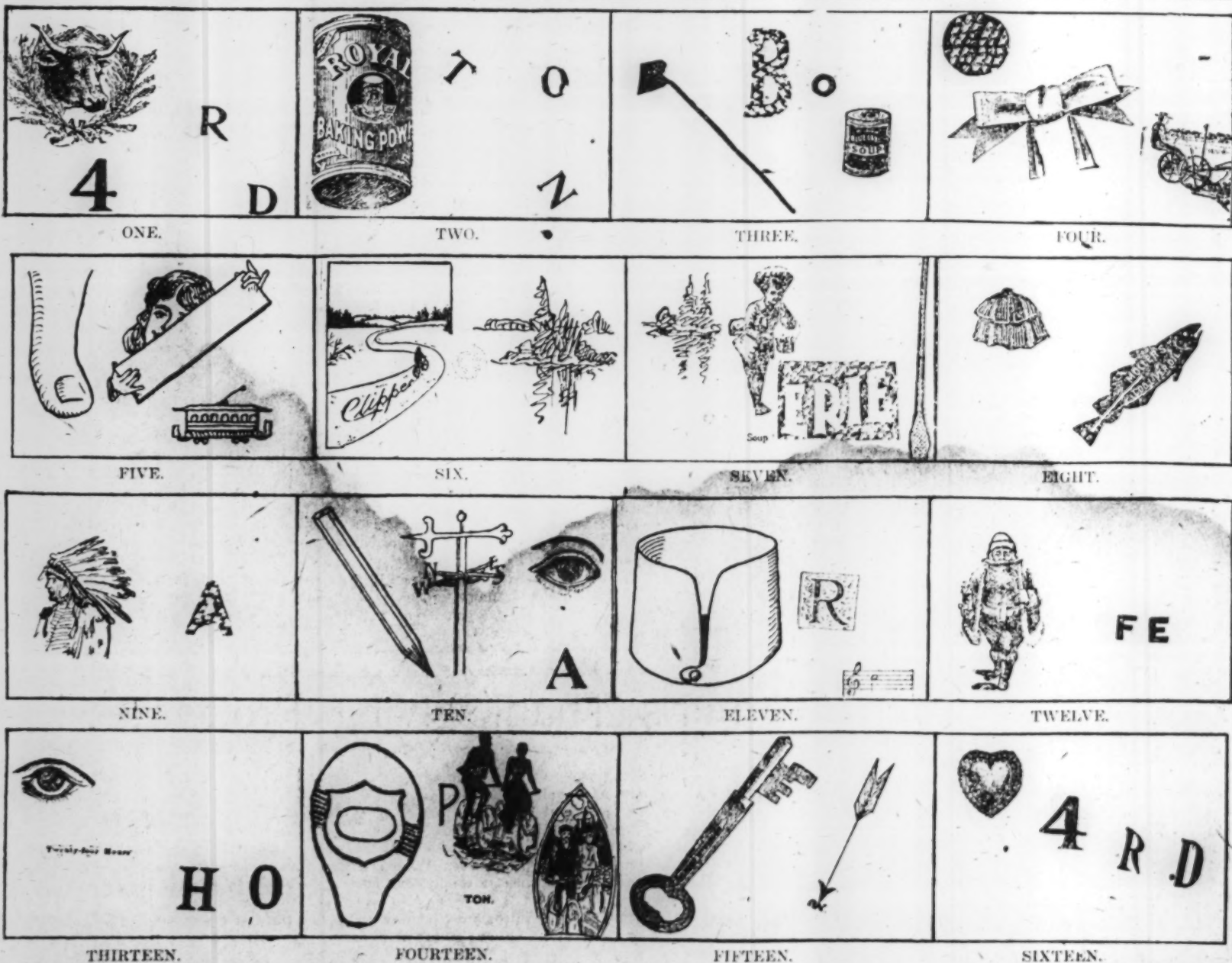
Every child should have a copy of "Around  
the World in a Berry Wagon." If you have no  
children, cut this article out and hand it to a friend  
who has children.

As Christmas time draws near this interesting  
book could well be used for a Christmas present,  
one that would be treasured all the year around.  
No doubt many will send to Berry Brothers not  
only to please their own children but for others  
also.

Anyone may receive a copy by writing  
Berry Brothers, Ltd., at Detroit, Mich.,  
enclosing 10 cents to pay postage, etc.

The above concern is to be congratulated on  
having the nerve to undertake such a gigantic  
proposition, but as all business is made in propor-  
tion as goods are known, they will undoubtedly  
reap great benefit from it.—Extract from Ohio  
Architect and Builder.

## GEOGRAPHICAL REBUS PASTIME



HERE is an interesting geographical puzzle game. The pictures should be cut out and pasted upon cards. They are to be distributed among those taking part in the contest, one to each player. At the end of one minute a bell is sounded and each player must pass his card to his neighbor on the right, and so on until all have had an opportunity to see every card. Each player while he has a card endeavors to read the rebus and writes down upon a slip of paper what he thinks is the solution, putting his answer opposite a number corresponding to the number on the card. The one with the most correct answers wins the game.

Solution—1, Oxford; 2, Canton; 3, Hoboken; 4, Baltimore; 5, Topeka; 6, Rhode Island; 7, Lake Superior; 8, Cape Cod; 9, Indiana; 10, Pennsylvania; 11, Colorado; 12, Santa Fe; 13, Idaho; 14, Hampton Roads; 15, Key West; 16, Hartford.

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A beautiful story of "a little  
lamie" written expressly for  
the little boys and girls who  
are just learning to read. Size  
about 5x7 inches; 38 pages; 4  
full page illustrations in color;  
6 full-page line drawings in  
black and white; and numerous  
half and quarter-page line  
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The "AMERICA" Bank registers nickels, dimes, quarters and half dollars up to \$25.00. All  
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total being shown in plain figures. When \$25.00 is registered it resets to zero. It may also be  
reset at any time by turning knob inside. Bank is locked by an unbreakable five-tumbler lock, using a  
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Special Discounts to Dealers or Agents



## Red Acre Farm Which Cares for Friendless Horses Is Well Supported Growing Humane Movement

Miss Harriet G. Bird, Its Founder, Has Started Similar Homes for Animals in the Country.

A Massachusetts young woman, Miss Harriet G. Bird, enjoys the distinction of being the founder of a most commendable humane movement which has, through her influence, spread from the little town of Stowe, in central Massachusetts, to the Pacific coast, and is growing to remarkable proportions.

The work is that of rescuing and caring for friendless work horses, and in Massachusetts the work is carried on by a charitable organization known as Red Acre Farm, Incorporated, with a permanent home at Stowe, Mass., where Miss Bird purchased a large farm and started the work five years ago by placing there two friendless horses rescued from the streets of Boston.

Today Red Acre Farm is symbolic of a great work and throughout the state it is widely known as the rendezvous for friendless horses, where the crack of a whip is unknown, check reins unheard of, and where kind words and kind actions are dispensed to the 27 animals which roam the fields and inhabit the comfortable well kept paddocks.

Red Acre Farm has been established five years, and as a result of recent



HORSE TENANTS AT RED ACRE FARM, STOWE.

This Massachusetts farm is a haven for animals and is directly under the charge of Miss Harriet G. Bird, its founder, who is treasurer of the operating corporation.

visits made by Miss Bird to Pasadena, Cal., and Columbus, O., similar work has been started in those cities and is now in a flourishing condition.

Miss Bird's great love for horses and her acquaintance with the late George T. Angell, president of the American Humane Society, prompted her to take up the work which is now being carried on by a corporation of which she is the treasurer.

Shortly after she started the work many influential citizens of Massachu-

setts came to realize its worth and came forward with financial assistance. The result was that Red Acre Farm, Incorporated, was organized and now has on its directorate the names of many wealthy men and women.

Not only does the farm afford a place of refuge for friendless horses, but family pets who have seen long service may be boarded at the farm for a small sum, and many such cases are to be found at Red Acre.

For many years the authorities of the Boston fire department, as well as those of cities near Boston, sent many of their veteran horses to Red Acre when it became desirable to replace the faithful animals with younger blood. Many of these fire department horses today have, through the medium of Red Acre Farm, excellent homes as a reward for their faithful service to the citizens of large cities.

A desirable method of placing many of the horses in excellent homes has been inaugurated, by which the horses which are well able to do a little light work are sent to kind and considerate masters with the understanding that for their keep the horses shall do not more than four hours' work per day on general farm work, or may be driven not more than four miles each day. At present there are 20 horses placed in such homes, and it is required that they be driven to the farm once each month for examination. Should the slightest indication of ill use be shown the horse is at once ordered back to the farm.

The farmers naturally ask themselves, if horses can be used on the meadows, why the meadows cannot be made firm enough and dry enough to yield English grass, and thus make it worth while. The meadows are declared by geolo-

## IMPROVEMENT OF THE BAY STATE MEADOWS

MASSACHUSETTS farmers are conservationists of the practical sort, and a conservation scheme which is being discussed more and more each year is the reclamation of meadow land.

A word of explanation is necessary. The fresh water meadows of Massachusetts are not meadows in the sense of the word as it is applied to the flat alluvial lands in the bottoms of the big rivers. Those flats produce the finest English hay and are perfectly tillable by horse methods. The fresh water marshes, or meadows, on the other hand, which occur very extensively in eastern Massachusetts and to a more limited extent in other portions of the state, produce in their natural state sedges and cranberries, the latter in a purely incidental way. The sedges and the few graminæ that make these meadows their habitat furnish a good part of the hay crop—so far as quantity is concerned—of the farms which include such lands, but the hay seldom is worth more than \$10 a ton, and more often sells for \$8 or \$9. The cranberry vines, in the stress of harvesting the hay as economically as possible—for therein lies the only hope of increasing the income from the meadow lands—have not thriven as a rule, and owing to lack of arrangements for protecting them in the ripening season the crop is unreliable, and many farmers therefore do not reckon on the cranberry in their yearly farm calculations, but leave this fruit to the specialist, with his elaborately prepared and productive bogs. This is not bad management, as will be seen, but is due to the nature of the meadow problem, which is so large that it will require either government or corporate measures to resolve it finally.

Nevertheless, some farmers have attempted experimentally to improve conditions, and the success of these attempts is leading to more systematic ones. The scarcity of all-round skilled farm help has compelled the increasing use of horse machinery. With the aid of the "racket" or "marsh-shoe," horses are used to draw the mowing machine on meadows where formerly it was not believed that the ground would bear up a horse. Raking and spreading the hay are accomplished pretty much as formerly, by hand, but instead of the cumbersome and expensive method known as "poling out" the hay to the upland, it is either "roped out" with the aid of a horse or else the hay wagon is driven directly upon the meadow and loaded there.

The farmers naturally ask themselves, if horses can be used on the meadows, why the meadows cannot be made firm enough and dry enough to yield English grass, and thus make it worth while. The meadows are declared by geolo-

Thousands of Acres of Marshes Which Could Be Converted Without Great Expense Into Land Many Times the Present Value, Suitable for Good Crops.

giats to have been the beds of the rivers in former ages, and to have become clogged with vegetable matter, augmented by soil washed down from the neighboring uplands. They are therefore almost pure vegetable mold, extending down nobody knows how far. Poles 12 to 16 feet long have been sunk to their full length without touching the hard material of the ancient river-bottoms. Judging by the relative width and depth of the dwindled streams that now meander through them, the meadow meek may extend downward from 30 to 60 feet, and it is the richest of soils, undoubtedly the richest in the world. As a proof of this assertion, it is used not infrequently as a dressing for light upland soils, and its fertilizing value is extremely high. Its excessive moisture and lack of firmness alone prevent it bearing the heaviest crops which New England soil is capable of producing.

The most natural expedient was covering portions of the meadow with gravel or sand. For many years it has been a practice to sand cranberry vines to induce more productive growth. A thin coating of sand effects this. For the more ambitious task of reclaiming the meadows so that English grass will grow, a deeper coating of gravel is necessary. This livens and lightens the soil, giving it what is known agriculturally as an "earlier" quality, and completes the balance of the soil ingredients. On this "made" soil it has been proven that the choicest species of upland grass will grow most prolifically. The incoming of the grass and the mechanical means of laying it mean the sacrifice of the cranberries, but there is usually enough of the meadow land on a farm where there is any, and the farmer can devote part of it to cranberry meadow, subordinating the grass therein. Grass the stock-keeping farmer must have, and on the low, moist meadows, thus treated, grass is one of the most dependable of crops. A successful experiment of this sort was conducted a short time ago by a Boston business man, who acquired a farm, a portion of which was included in the meadows of the Sudbury river. The reclamation of this meadow by this method resulted in huge crops of hay of the best upland variety. Gradually the meadow seems to swallow up the gravel with which it is treated, and unless the surfacing process is repeated from time to time the grass runs out.

More of this reclamation work is being

done from time to time, the firm area being added to as opportunity offers. Not every farm has the sand or gravel bank to draw on, however, and it requires a large amount of teaming and shoveling to make even a slight showing. The one great drawback to a general reclamation of these meadows is the inability of individual owners to drain them. There is so little fall from the edge of the upland to the brooks that it is useless to lay tiles. Ditching can be, and has been resorted to, but ditches interfere with the use of machinery and cannot be maintained at intervals close enough to be effective, to say nothing of the great cost of keeping them clear. Moreover, the streams themselves are so tortuous that they do not carry away the surplus water rapidly enough for agricultural purposes. The Ipswich river alone, with its tributaries, excludes, by its sluggishness, thousands of acres of the most fertile soil from the cultivable area of the state, and these acres are but typical of a vast number more, situated largely in Middlesex and Essex counties, but to a greater or less extent in the other sections of the state, even in the western counties. If the streams which are the retarders of progress in these cases were straightened and deepened, the soil of these meadows would be sufficiently dry in the spring for planting. They would be ideal lands for raising potatoes, cabbages and celery, in rotation with a splendid quality of grass, and the conversion of these bogs, which at present raise a quality of forage that just about balances the cost of harvesting, into arable fields, would fairly double the values of a great many Massachusetts farms.

River-dredging, however, in addition to being out of the power, is out of the province of the individual property owner. It is a common thing that a brook running through a meadow is the boundary line of the abutting properties. In fact, but few farmers own land both sides of a stream. Straightening would shift the boundaries, with a consequent loss to some and a gain to other owners. While the losses in area would be inconsequential compared with the gains in value, it would be necessary that the work be done by competent authority in order to harmonize the individual interests. There are several ways in which it might be accomplished.

The streams which thus affect neigh-

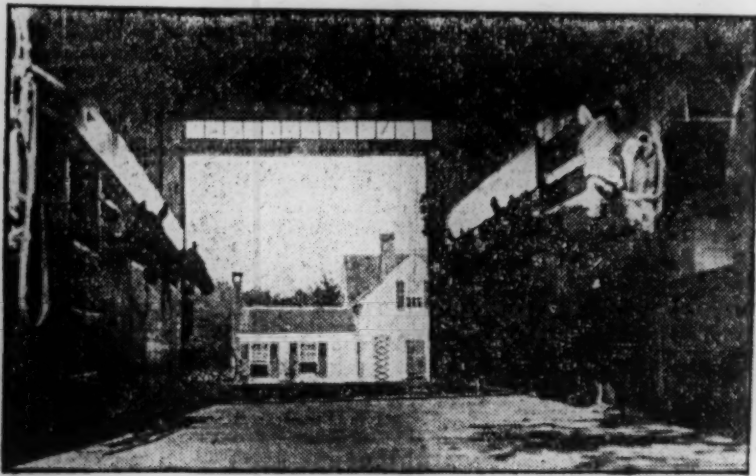
oring lands, being of the lesser magnitude, are not navigable, nor do they cross state lines as a rule. Therefore they would seem to come under state rather than federal jurisdiction. An act of the Legislature, carrying with it an appropriation, and creating a bureau or commission of the state for the purpose of carrying out such a reclamation project, or assigning the work to one of the state departments already existing, would be all that would be necessary to accomplish such an undertaking, or at least to start it. This course would be in keeping with the policy of forest conservation and moth repression work, and would add to the natural resources of the state. When it is considered that meadow lands are usually assessed at \$10 an acre, and that \$100 an acre is cheap for first-class market gardening property, the value of the improvement may be estimated.

The property owners affected might pool their interests, forming a corporation and subscribing the capital to do the work, receiving perhaps the assistance of state engineers. The weakness of this plan would be in keeping with the policy of forest conservation and moth repression work, and would add to the natural resources of the state. When it is considered that meadow lands are usually assessed at \$10 an acre, and that \$100 an acre is cheap for first-class market gardening property, the value of the improvement may be estimated.

A conservancy might be organized, such as is often formed for the purpose of maintaining harbors, rivers and other waterways in a navigable condition, or for irrigation undertakings. This organization, being incorporated, should have authority to issue bonds for the funds to carry on the work, and power to levy taxes on the property improved, the funds accruing from this taxation to be applied to meeting the interest and a certain percentage going toward retiring the different series of bonds. This system of taxation might prove a stimulus to good farming in the improved tracts, and the influence of the conservancy administration would be a buttress to the farming interests of the state. The obligation to meet the taxes would be no hardship on the present owners of the lands, since the taxes would be assessable against the improved lands themselves, not against other property of the owners. The lands with their new valuations would be readily marketable, and their present proprietors could easily dispose of them for market gardening purposes at prices which would make what they had paid out for improvements appear like a good investment.

### USE OF WOOD IN UNITED STATES.

WASHINGTON — Statisticians say that while the forests of the United States are increasing at the rate of 7,000,000,000 cubic feet a year, the country is using 23,000,000,000 cubic feet of wood each 12 months.



STABLE AT RED ACRE FARM.

This roomy building is fitted with comfortable box stalls, which become the homes of horses that have had a difficult life in the city when they go to the country for an outing.

Do your  
**Christmas Shopping**

with us, and begin

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You will fare better  
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All Linen  
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We usually sell them at \$1.98.

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**KAZAKS** 3.6 to 5 feet wide  
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## London Musical Notes

LONDON—Musicians in London are looking forward with much interest to the production by Sir H. Beerholm Tree of "Beethoven," a play in three acts by M. Rene Fauchois, adapted by Louis N. Parker, and we are told that already the scene-shifters at His Majesty's theater have learned to whistle the opening bars of the master's C minor symphony. The play has been described by Landon Ronald, who has the musical arrangements in hand, as "a dramatic play, with musical accompaniment, written by no less a person than Mr. Beethoven." The introduction of the music has been no easy matter. At the close of the first act Beethoven receives the inspiration for the 5th Symphony, and this act will terminate with an outburst from the orchestra of what has been described as the "Fate motif" at the moment when it is supposed to flash across the mind of the composer. The whole of the first movement of this symphony will be played as an overture, and an effort is being made to persuade Sir H. Beerholm Tree to have the lights turned down and the doors closed immediately the music begins. Mr. Ronald takes it for granted that a London audience is not really musical and therefore not very likely to be familiar with the C minor symphony, and he hopes by playing the whole of the first movement before the piece begins that the audience will become better acquainted with the music

and thus be enabled to recognize the motif when it occurs at the end of the first act. Act II will be preceded by the "Coriolan" overture, and the "Leonora, No. 3" overture will be played before act 3. Part of the choral movement of the 9th Symphony will be sung during the performance of the play, the Moonlight Sonata will be played during the second act, apparently by the orchestra, and the 9th Quartet is to be performed in the last act. Landon Ronald will conduct on the first night, after which his place will be taken by Mr. Schmid, the musical director of the theater.

The announcement of the first performance in England of Paderewski's symphony, and also the appearance of the composer himself as pianist attracted an enormous audience to Queen's hall, every seat being taken. The chief impression made by the symphony at its first hearing was rather one of gloom, and though it had a very favorable reception, the great enthusiasm of the audience was reserved for the pianist rather than for the composer, and it broke forth tumultuously at the close of a very fine performance of the "Empire" concerto of Beethoven. Paderewski, after many recalls, yielded to the requests for an encore and played one of the Lieder ohne Worte, in F major. The concert opened with the "Faust" overture of Wagner and concluded with the overture to Cherubini's "Anacreon."

At M. Ysaye's second recital his program consisted chiefly of concertos, with

piano accompaniment, and only one work written for violin and piano, namely, Brahms' sonata in G, which was beautifully played by M. Ysaye and Charlton Keith. The concertos, three in number, were Viotti's 22d (A minor), Saint-Saens' in B minor, and Max Bruch's in G minor, and while the eminent violinist gave magnificent performances of these works, the substitution of the piano for the orchestral accompaniment was, as always, very unsatisfactory.

Mark Hambourg gave a second recital in Queen's hall, his playing being curiously unequal, at times beautiful and even brilliant, at others merely noisy and often extravagant. His program included Beethoven's sonata in A flat, Op. 26, the variations on a theme of Handel, and Chopin's ballade in F. The London Choral Society gave the first concert of its seventh season, at which was produced a new work by Mrs. Meredith's entitled "Surrem Corda," a symphony poem with a vocal ending. The "Dream of Gerontius" by Elgar was also given, the soloists being Miss Phyllis Lett, Mr. Gervase Elwes and Mr. Thomas Meux.

Schubert's posthumous quartet in D minor and Beethoven's quartet in F minor, Op. 95, were beautifully played by the Klingner quartet at the Classical Concert Society's concert in the Beethoven hall. Mr. Leonard Borwick took the piano part in a performance of Brahms' pianoforte trio in B major at the same concert, playing with great breadth and dignity.

A very successful concert was given by Mr. Harold Bauer in Beethoven hall, on which occasion he played Beethoven's sonata in D minor, Op. 31, a Tocata by Bach, some pieces by Chopin and the set of Brahms' waltzes.

## New York Music Letter

NEW YORK—The Russian Symphony Orchestra is back from a two-weeks' tour of the South and New England and tonight will give its first subscription concert of the season in Carnegie hall.

In connection with this concert it is worthy of mention that Arensky's variation for strings on a theme by Tchaikowsky, which will be played second on the program, is a selection that has associations of the dearest kind for Modest Altschuler, the conductor of the organization. It was by his masterly playing of the 'cello part of this quartet which seven years ago brought Mr. Altschuler musical recognition. The following story is told of the occasion:

Arensky at that time was at the height of his fame as a composer and teacher. His scholars have included Scriabine and Rachmaninoff, as well as Altschuler. The latter was then a pupil at the Moscow Conservatory. Arensky during this period composed his variations for strings on Tchaikowsky's theme, which was dedicated to that master and written shortly after the latter's death. A great concert had been arranged at which this work was to be played. At the eleventh hour the first 'cello player (the work calls for two 'cellos) was indisposed. In a little more than an hour's time the concert was to go on. Altschuler's name was suggested as the man who could save the day. Arensky accordingly jumped into his sleigh and drove the considerable distance to Altschuler's home. Altschuler was

routed out of his study and on his way downstairs the situation was explained to him.

The snow was falling thickly and the wind blowing a gale, but it wasn't loud enough to prevent Altschuler from hearing Arensky's voice as it sung the first 'cello part. Altschuler's ears were strained to catch every accent. On his remembering it depended his rendition. The snow was now dropping so thickly that the score was one mass of blurs where the flakes had melted on the paper, causing little rivulets of ink and snow to run across the page. With the score in this condition Altschuler reached the hall and rehearsed with his instrument during the few minutes before he would have to take his place on the stage. The number went off in grand style. Altschuler played his part magnificently despite the odds, and the number was voted a tremendous success. Of course Altschuler was the hero of the occasion. With characteristic enthusiasm Safonoff, late of the New York Philharmonic, rushed up to the stage and kissed the embarrassed young man. That night was the starting point in Altschuler's career. The four members of the quartet were later presented with medals in commemoration of the event.

The balance of today's program includes Taniev's "Orestes" overture and Tchaikowsky's "Pathetic" symphony. Yolande Mère, the soloist, will render Tchaikowsky's Second Piano Concerto in G.

Josef Kovacic, viola, and Lee Schulz, 'cello, will play in the Tchaikowsky sextette in D major, which is to close the program of the Kniesels on the occasion of their concert here tonight in the music hall of the Academy of Music, and under Brooklyn Institute direction. This sextette is rather a notable example of the romantic quality that exists in Tchaikowsky's compositions, and is a souvenir of Florence, supposed to convey in tone the spirit of that city. The program will open with Schumann's quartette in F major, op. 41, No. 2, which will be followed by a double number of the Andante con variazioni from the quartette in A major, by Gliere, and the Menuette for quartette in E major by Paganini.

The first private concert of the Manuscript Society's twenty-first season will take place tonight in the National Art Club, Gramercy park. The program will include music by Ernest Kroeger of St. Louis, William Guernsey Reynolds of Tacoma, Eleanor Everett Freer of Chicago and Henry K. Gilbert.

Mr. Mahler's Philharmonic Beethoven cycle opens Friday evening with the second symphony and all four overtures called "Fidelio" or "Leonore." Mr. Mahler has made some changes in the orchestration, including the doubling of the wood-wind choir, which will serve to present the great master's music in a better perspective than usually obtains.

The far West is awakening to its musical possibilities, says Collier's Weekly. The city council of Los Angeles has appropriated \$10,000 for the support of its municipal bands. Des Moines, Ia., has subscribed \$15,000 for one night of grand opera. From 10,000 to 12,000 people have listened to the works of the great masters nightly during the past summer in Denver's public parks, and that city is willing to give \$150,000 for two weeks of musical luxury.

The Tivoli Opera Company has for years made of San Francisco the most music-loving city of the West. Seattle's Symphony Orchestra is assured by an annual subscription by her citizens of \$40,000. Portland, singularly enough, is behind in public music, though ahead of nearly every far western city in quieter intellectual and musical culture. The musical organizations of Tacoma and Spokane are active and full of results. Paderewski received \$57,000 for 21 concerts west of and including Denver, while his entire one hundred concerts in America netted him less than \$100,000. Madame Schumann-Heink, writing to a sister artist, advised her to be sure to visit Southern California and sing for the people of Los Angeles and of the coast towns. It was the one place in the world, she wrote, where she herself felt like pouring out her soul amid nature's flowers. Paderewski speaks of the vast stretches of country, the legends of the Moqui Indians, and the early Spanish lore as the possible groundwork of a great symphony that will some day be written in and around the Southwest.

That no greater success was obtained for the first performance of "lyric" opera at the New theater was due, as was plainly confessed by the management, to lack of technical facilities. It is to be hoped that this lack will be supplied before long. The acoustics turned out to be not half so bad as had been anticipated in some quarters. Many critics even went so far as to call them excellent.

## OWNERSHIP IN JAPAN.

Government ownership of utilities prevails to a great extent in Japan, where the government controls most of the railroads, telegraph and telephone lines, the salt works and tobacco monopoly.

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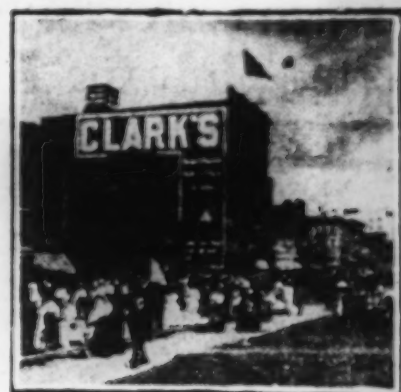
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should interest the management of high class schools as a publicity medium.



## Strength of Metropolitan Opera Is in Organization

THE strength of the Metropolitan opera, lies in its genius for organization, and the rival Manhattan company, with but one man to lead it, will probably not make great headway in the operatic struggle at times when organization is essential to success.

There has been in the last year much talk about the lack of leadership at the Metropolitan opera, because there is no one man who can be addressed as the director of that company in the sense that Oscar Hammerstein is the Manhattan director; and the delusion has taken hold of some people that just because the relative powers of the two Metropolitan managers could not be determined, the company was in a state of semi-anarchy. They did not reflect that the real di-



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## NASHVILLE PROMINENT AS AN EDUCATIONAL CENTER

Hardly a City in the South Which Has More Institutions of Learning of High Standing—Place Also Has Manufacturing Importance.

NASHVILLE, Tenn.—Nashville, settled in 1780 by a company of pioneers, was named in honor of Governor Abner Nash of North Carolina. It was chartered as a city in 1806.

In paving its streets it has made large use of macadam, about 100 miles of this pavement having been used.

The finest structure in the city is the state capitol, which was built on a slightly eminence, at a cost of \$1,500,000. In the grounds is a statue of Andrew Jackson. About ten miles from the city is the Hermitage of historic interest as the home of Jackson.

Nashville is one of the most prominent educational centers of the South. Here are situated Vanderbilt university,

the University of Nashville, Peabody normal college, Central Tennessee college, Fisk university, Roger Williams university, Rosebowl college and Ward seminary. Here are also the medical and dental departments of the University of Tennessee, as well as a number of smaller educational institutions.

Nashville is the most important manufacturing city in the state. Its manufactures have an aggregate capital of over \$13,000,000, with an annual production of over \$18,000,000. The flour and grist mills are first in importance. Then come the lumber and timber products. There are also other extensive manufactures of a varied nature. Nashville is a distributing center for a large surrounding area.

## WESTERN SPECTATOR GIVES A PEN PICTURE OF A NAUTCH

She Saw the Oriental Dance at a Gorgeous Entertainment in Kashmir and Found It Tiresome — Performers Never Receive Any Applause.

A NAUTCH is a dance performed by professional and hired dancers. These are always women, for no man in India, whether Hindu or Mohammedan, would dream of lowering his dignity by dancing, either for his own amusement or that of any one else.

A wedding without a nautch would be a very mean and shabby performance, and a nautch is a necessary adjunct to every big dinner or public entertainment. The writer has been present at many nautches, and well remembers the curiosity and interest with which she set forth to witness the first to which she was invited and how dreadfully bored she felt after twenty minutes or so. After that every such invitation was refused except when good manners made it absolutely necessary to accept. She was present at one that took place in Kashmir, at a magnificent entertainment given by the Maharajah of Kashmir to the Viceroy of India. All the English officials and visitors were invited and, of course, all the gentlemen of the reigning family and as many native officials as could possibly be crammed into the building. The entertainment began with the nautch, went on with an immensely long dinner and concluded with illuminations and fireworks. India has carried the art of illumination to a point unknown in Europe, but our present business is the nautch.

Imagine us then seated in a large and rather dimly lit hall of audience, a wind blowing freely through it and all of us in evening dress. The Maharajah and the Viceroy sit on a dais, everybody of any rank is carefully arranged in proper order and the nobodies are jammed together at the end of the hall in a compact mass. A strong odor of burning sandal wood and incense becomes apparent and presently a deafening uproar is started by the band, the musicians blowing through and banging on their instruments till we feel that endurance has reached its utmost limits. It ceased as suddenly as it began, and on collecting our scattered senses we perceived that a small carpet about four feet square had

been laid in an open space in the center and a woman was standing on it. She was clothed from head to foot in the most voluminous garments imaginable, she must have been wearing a hundred yards of embroidered muslin, and she was covered with jewels to such an extent that one wondered how she could move; hair pins, nose rings, earrings, a dozen necklaces and girdles, bangles, finger rings, anklets and toe rings; a more gorgeous object was never beheld. Two men seated on the ground then began that dreary monotonous drumming that always accompanies these performances.

After a short time the dancing began and this consisted of an odd sort of shuffling from one foot to the other, every now and then a very leisurely pirouette, and a slight waving of the hands. She certainly did not over exert herself, but then she sang all the time at the top of her voice in that high pitched nasal falsetto so dear to the Hindu, so unspeakably dreary to the European. This was the whole performance, and was continued for perhaps half an hour.

One of the oddest features of it all is the fact that it is considered very bad manners and a serious breach of etiquette to take any notice whatever of the performers, or even to appear to see them. The utmost indifference is assumed, the spectators chat with each other, and appear to be quite unaware that any performance is going on. Any sort of applause would be unpardonable.

To all appearances this might have continued till midnight, but I knew where the signal would come from that would bring it to an end, and being anxious for dinner I kept an eye on the Maharajah. Presently I saw him lean towards the Viceroy and say a word or two in his ear, that gentleman nodded with an air of obvious relief, the Maharajah made a slight gesture with his hand, and instantly the prima donna and the premiere danseuse of Kashmir was bundled most unceremoniously behind a curtain and that part of the entertainment came to an end.

## SCHOOL DISTRICT LACKS CHILDREN

SPOKANE, Wash.—E. Hostetter of district No. 96 is the father of the only children of school age in the district, of which he is also clerk and director, and rather than throw the teacher out of work by closing the school, he has decided to have the tutor go to his house, where the youngsters are taught.

The regular program of school work is carried out the same as if the children were in a school house instead of right at home under their parents' eyes. The teacher is paid by the school district, which is composed entirely of farmers, who approved Mr. Hostetter's plan.

## SHIPPING TRADE BIG AT GALVESTON

"Galveston continues to surpass every seaport in the United States save New York alone in the total value of the products exported from its docks," said Thomas W. Aiken of the Oleander City to a representative of the Baltimore American. "One day five big ocean liners cleared from Galveston carrying cotton to European markets. Two of them held 20,000 bales each, and the aggregate value of the cargoes was \$4,000,000. This is a remarkable showing for a town of its size, and is clear proof that so far as the South is concerned cotton is still king."

## The Rise and Wonderful Development of a Great American Art Industry

To be really great a nation must be not merely a power in times of war and an irresistible commercial force in times of peace; it must also have as one of its characteristics a love for and a desire to create and develop the artistic. After its infantile struggles comes the realization of power. With this realization comes the desire to make war. After war, the ambition for riches. With riches, the desire for possession. With possession, the dissatisfaction with those things which are not the result of one's own inventive skill or the product of natural resources. Finally, the movement for the creation of a national art, whereby the national individuality may be expressed in the concrete, whether it be in painted canvas, in carved stone, in architecture, in music, in literature, or a thousand and one other departments susceptible of artistic development.

Thus has the path of America's national development been marked. With limitless monetary resources, the American people have for years been denuding foreign lands of their art

many of the greatest musical conservatories of Europe and are treasured in thousands of homes in other lands. American pianos have been a great force in the upbuilding of our trade with foreign countries, and within the confines of greater Boston is located a piano industry which has been instrumental in carrying the name and fame of Boston to the utmost ends of the earth.

Now, wherever one may travel, whether it be through the capitals of Europe or the towns of South Africa; along the Indus and the Ganges or in far Cathay; through the cities of Australia or in South America—everywhere—he will find the artistic product of this famous old Boston house.

The great reputation of the product of this house is founded upon the judgment of the most exacting critics, musicians who make opinion on such matters, the great virtuosi and conductors, such men as Dr. Karl Muck, conductor of the Royal Opera, Berlin; Arthur Nikisch, conductor of the Leipzig Gewandhaus Orchestra, and the Berlin Philharmonic Orchestra; Sergei Rachmaninoff, the distinguished Russian

they would, piano makers have been unable to overcome the difficulty experienced in preserving the "arch" of the sounding board, a condition upon which the tone of the piano largely depends. Changing weather conditions and the consequent expanding and contracting of wood has made the problem a veritable will-o'-the-wisp to the manufacturer.

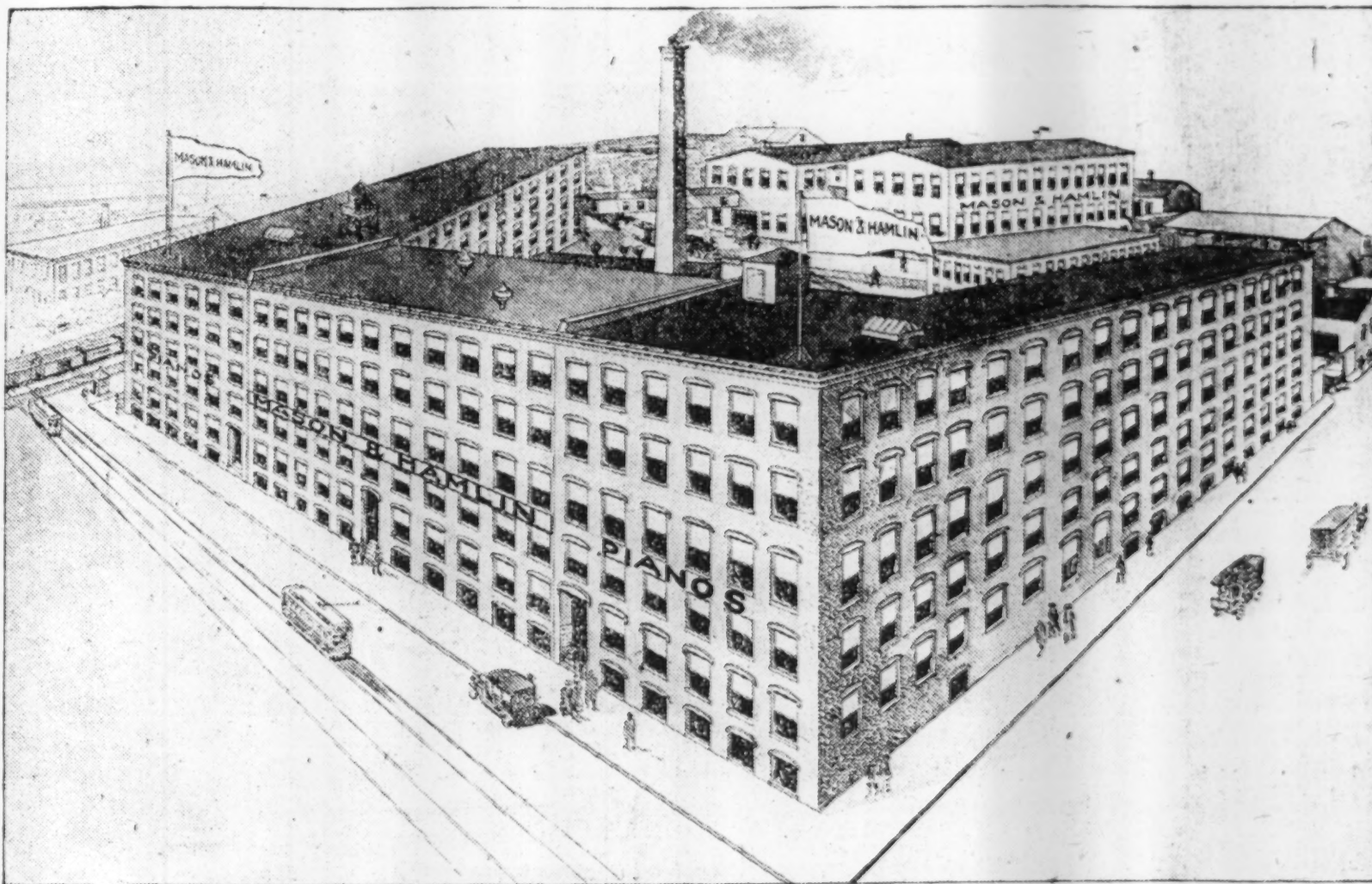
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who understand and appreciate the end in view, and who consider themselves each one individually responsible for its accomplishment.

Here an incredible amount of care is taken in the selection of every piece of material that is to go into the Mason & Hamlin piano. Material with the slightest suggestion of inferiority is not allowed to pass as good enough. All material that does not come up to the standard demanded by the corporation is thrown aside. Plenty of time is taken to do things well, to test, try and prove the result.

Eighteen months are required for completing a Mason & Hamlin grand and 12 months for a Mason & Hamlin upright, after the materials have been seasoned for years. After this, the completed piano is held for a full year before it is allowed to leave the factory. During this seasoning process it is carefully watched and tested, and then, before it leaves the hands of the artisans responsible for its construction, the work of regulating, tuning and polishing is all gone over again. While all this detail is expensive and



GROUP NO. 1—SHOWING PRINCIPAL BUILDINGS OF THE PLANT OF THE MASON & HAMLIN COMPANY.

treasures and storing them in the public and private collections of the world. But this desire for the art treasures of the old world has been supplemented by an American demand for everything bearing the stamp of the foreigner, from an insignificant pin to a concert grand piano. No matter whether equal to the home product or not—if made in Europe it went.

But the turning point came, even if gradually, and the past quarter of a century has witnessed great changes on this side of the ocean. While American genius asserted itself early, only of late years has it made any effort to take its place in the front rank of the art-producing countries of the world, and today America finds as ready a market abroad as European creations once found in this country. Now the canvas of the new world artist occupies a position of equal honor with his foreign brother in European galleries, the writings of the American literature stand side by side with the work of his contemporaries across the sea, and the tones of the American piano reverberate through the halls of

composer, pianist and conductor; Emil Paur, conductor Pittsburgh Orchestra, formerly conductor Boston Symphony Orchestra and New York Philharmonic Orchestra; Walter Damrosch, conductor New York Symphony Orchestra; Felix Weingartner, the distinguished conductor and composer; Harold Bauer, Ossip Gabrilowitch, the distinguished Russian pianist; Geo. W. Chadwick, composer and director of the New England Conservatory of Music, and hundreds of other eminent musical authorities.

For more than 25 years the manufacturers of the Mason & Hamlin piano have been developing their instrument to its present state of artistic and mechanical perfection. Not content to rest in its course of unprecedented artistic success, the Mason & Hamlin manufacturers have lost no opportunity to grasp each new idea that has presented itself and incorporate it in their instrument if found worthy of utilization.

One of the greatest inventions of the piano industry has known is the Mason & Hamlin Tension Resonator. Try as

a piano is unable to resist the downward pressure of the strings. This explains why so many pianos of beautiful tone when new, soon begin to deteriorate, and eventually lose their tonal beauty.

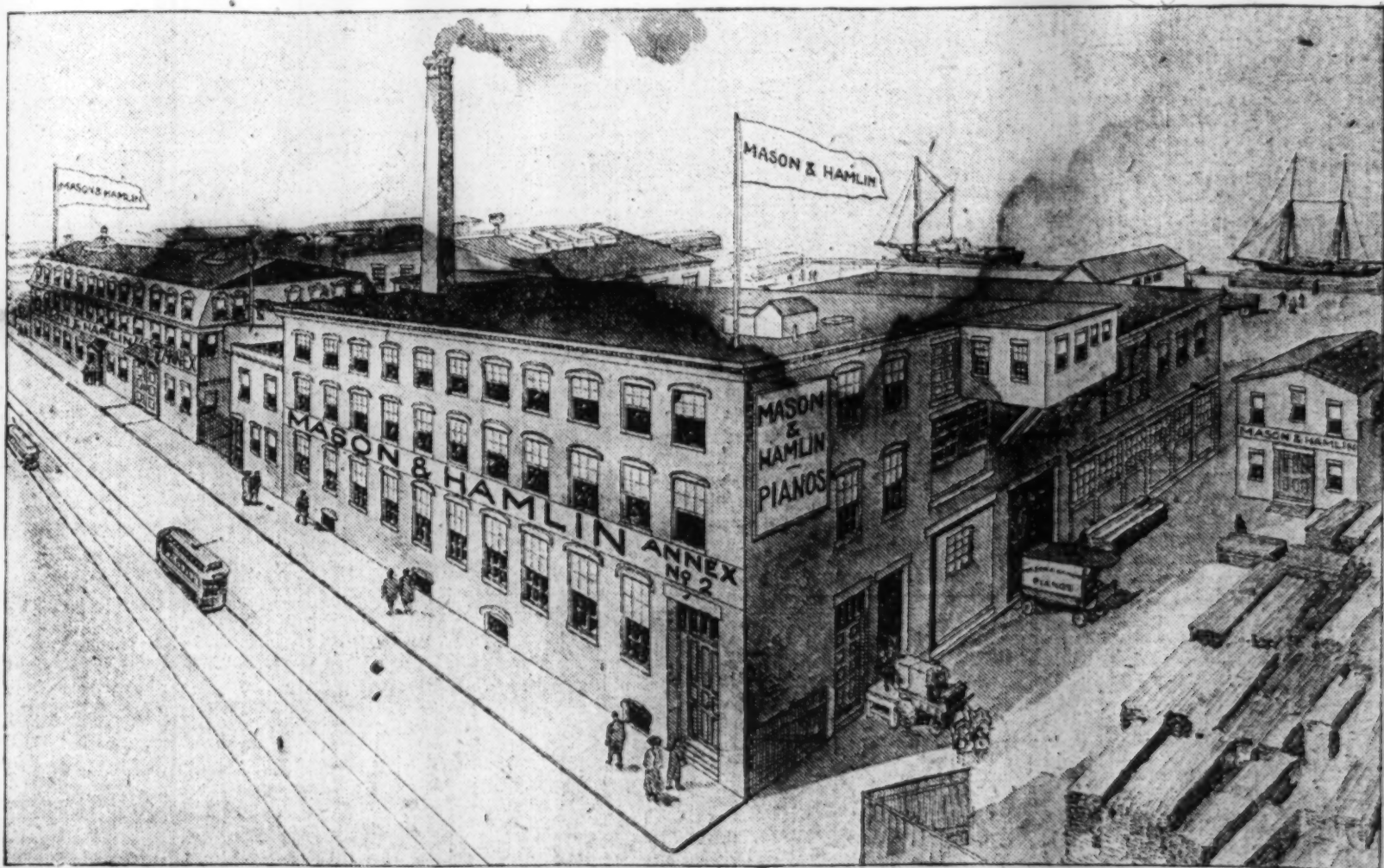
The violin improves with age while the sound-post preserves the arch of its sounding board. This is what the Tension Resonator does for the Mason & Hamlin piano, and the tone quality of a Mason & Hamlin piano should be as good 100 years from now as it is today.

A trip through the buildings of the Mason & Hamlin factory is one of great interest, and one which is bringing to Boston persons interested in piano construction, not only from this country but from abroad, including the great piano manufacturers of Europe and dealers from the furthest parts of the world. Here are found a band of trained workmen, skilled artisans, whose aim is perfection, and who have been taught to consider no detail too small or unimportant for the most serious attention and painstaking care; men of more than ordinary intelligence

means the investing of a large amount of capital, the manufacturers have found that it pays.

Business success has gone hand in hand with the artistic development of the Mason & Hamlin piano, unmistakable evidence that there is a widespread appreciation of and demand for this greatest of pianofortes. Notwithstanding the period of business depression through which the country has just passed, and in the midst of it, a new building was added to the company's big plant. At the time it was thought that this addition would meet the requirements for some time to come, but within a year a second building was found necessary.

The principal offices and warehouses of this company are located in the Mason & Hamlin building at 492-494 Boylston st., Boston, opposite the Massachusetts Institute of Technology. In New York the Mason & Hamlin building is located at 313 Fifth Avenue, and its warehouses are said to be the most beautiful in the country. Representatives may be found in nearly every city of note in the civilized world.



GROUP NO. 2—SHOWING BUILDINGS RECENTLY ADDED TO THE MASON & HAMLIN PLANT.



MME. LOUISE HOMER.

Contralto who sings in the Metropolitan New York, and the Boston Opera. She was a member of the cast of the opening performance of the Boston Opera House.

rectors of the Metropolitan fortunes were among the greatest business organizers of the day and that it made no particular difference whether their agents, Messrs. Gatti-Casazza and Dippel, agreed or disagreed on this or that detail of administration.

When there was any policy to be decided upon there never was great delay; and if the Metropolitan opera was behindhand in the chase for some operatic novelty or a little slow in the recognition of some singer it was more an indication of conservatism than of indecision. They could not extend their field of action to Paris without somebody of international business influence at the head of affairs to make the Paris-



(Copyright by McClure, New York.)  
M. CONSTANTINO

As the Duke in "Rigoletto." He sang the leading male role in "La Gioconda" at the opening performance at the Boston Opera House.

stans enthusiastic; they could not turn the Atlanta music festival into a week of opera with expenses guaranteed by the citizens of Atlanta, unless business control were centered and unless decisions were swift.

The Metropolitan opera assuredly has a head, a head perhaps not represented by a man who can at a moment's notice cable to Europe and buy the rights to a new opera, but a head that manifests itself in far reaching purposes of organized art.

## CHICAGO CARMEN MUST BE POLITE

CHICAGO—Employees of the Chicago Railways Company must be polite to passengers and seek to cultivate the good will of patrons of the lines.

In a letter addressed to all motormen and conductors the company has laid down a new code of rules. Women with children are supposed to be special wards of conductors, and, in the new rules, the employees are requested to help such passengers to get on and off the cars.



# The English Bible From Bede to Tyndale

BY FREDERICK DIXON.

ENGLAND, in a famous sentence, has been termed the country of a book, and allowing for the perhaps inevitable looseness of an epigram, the phrase is as descriptive as it is picturesque. English prose, with all its melody, its thunder and its rhythm, found its earliest expression in the English Bible; and it found it in the Bible because it found there the inspiration of all that was most enduring and noblest in the national character. "To the Bible," wrote Matthew Arnold, "men will return; and why? Because they cannot do without it; because happiness is our being, end and aim, and happiness belongs to righteousness, and righteousness is revealed in the Bible." The Bible, as we have it, is not, of course, the work of an individual or a generation. It is rather like an English oak, bursting from its tiny acorn, and adding, century by century, to its girth, its majesty and its might.

The acorn was the rude Anglo-Saxon verse into which Caedmon wrought the story of the Hebrew and Greek Scriptures, as preserved in the *Vulgata* of Jerome. For the English Bible, like English history, had its genesis in the songs of the people. Caedmon was a herd employed in the great Abbey which the Lady Mildred had built on the edge of the wild moor where the dark cliffs plunge down into the northern sea at Whitby. So deficient was he in sense of song that when the harp was passed to him at the monastic board, he would rise and go out to tend his cattle in the stables. One night, after he had done this, a voice spoke to him as he slept, saying, "Sing, Caedmon, some song to me," and he answered, "I cannot sing; for this cause left I the feast." Then said the voice, "You shall sing to me." Once more Caedmon answered, "What shall I sing?" And the voice said, "The beginning of created things." After that Caedmon did sing. He sang of the creation and all the history of Israel; he sang of the birth of Jesus, and of the resurrection and ascension. What he sang may be read today in the West Saxon version which has come down to us. It is not yet the English Bible, but it is the introduction.

What Caedmon did for the Angles of Northumbria, Eadhelm did for the West Saxons. Eadhelm was the first bishop of Sherborne in the day when the great West Saxon diocese of Winchester was one. He is credited with having made the first translation of the Psalter, just as one of his successors in the Sherborne see, Aeser, is credited with the invention of the organ. Finding that the people cared little for his sermons, Eadhelm, dressed as a minstrel, took his stand daily on the bridge at Malmesbury, and there sang the gospels to the peasants as they entered the town.

It was not, however, only the peasants who needed this simple theology. The church was filled with sacerdotes idiothe, as Bede terms them, by which he meant priests who knew no Latin. For these the great scholar had already translated the Lord's prayer into the vernacular, and he now determined to give them something of greater length. His choice fell on the gospel of John, and so it came about that the fourth gospel was the first book in the Bible known to have been translated into English; an incident not without significance in view of the fact that this book has since become the storm center of the canon.

Many partial translations were made after this by the Anglo-Saxon church, translations full of promise for the future. Of these the most famous are the interlinear versions of the Old Latin text of the second century, preserved in what are known as the Lindisfarne gospels, and the eighth century gloss, now in the Bodleian, endorsed with the note, "Let him that makes use of me pray for Owen, who glossed this for Farmer priest at Harewood."

Meantime a momentous change was taking place within the church. As early as 644, the Whitby conference had decided the struggle for supremacy between Celtic and Latin Christianity. The Norman conquest completed the victory of the latter. The language of the church became Latin, as the language of the court had become French, and Anglo-Saxon sank to the vernacular of the villages. The Bible, if it may be permitted to put it so, ceased to be the book of the people before it had become so. It became the quarry from which the schoolmen lacked syllogisms, instead of causing to flow the water of life. The change from all this was wrought in the noon-tide of scholasticism, by the greatest of the schoolmen, Wycliffe himself.

It has been truly said that the schoolmen are as extinct as the dodo, but it must not be forgotten that it was the very subtleties of scholastic philosophy which, in an age of intellectual torpor, raised up the scholars who made Oxford, the second school of the church, the menace of the papacy. Ockham had already raised the standard of revolt, when Wycliffe came upon the scene. In the rapid change of the political kaleidoscope, the scholastic doctor developed into "the first Protestant." The syllogistic Latin was flung aside for the tongue in which Chaucer was soon to speak; and with the assistance of Hereford the first English Bible was given to the world.

It was somewhere about the year 1382

that the first copies of this book began to filter through the country. It appeared anonymously, for the simple reason that the grip of the Church had already so tightened on popular liberties that an episcopal license was necessary to legalize the translation, and it was certain that none would have been forthcoming. Wycliffe, it is supposed, himself translated the New Testament at Lutterworth, while Hereford completed that of the Old Testament, as far as Baruch, at Oxford. Any way there is, in the Bodleian, a manuscript which breaks suddenly off in the middle of a verse in Baruch, with a note to the effect that Hereford's translation ends here. It is believed that this was the moment at which the sentence of excommunication fell upon that scholar, but who completed his work is pure surmise. This is the real Wycliffe Bible of which some 30 copies are known still to exist; and it must not be confounded with the revision of 1388, by Purvey, of which some 140 copies are in existence.

It would be difficult to exaggerate the effect of this book upon the national conscience; as Mr. Hoare has so truly said, "It is a que le premier pas qui conte." The country was aflame with Lollardy. Copies of the translation sold for £200 of our money, and it is said that a loaf of hay was given for a loan of it for an hour. The tide rose rapidly. The Carmelite Stokes fled from Oxford. "You cannot travel anywhere in England," wrote one of the bitterest of Wycliffe's enemies, "but of every two men you meet one will be a Lollard." At last the town and the church struck in concert. At the price of the extinction of the intellectual life of the university, Lollardy was driven under the surface at Oxford, only to blaze out with irresistible vehemence in the reformation. Wycliffe himself was left untouched. Fighter as he was, Archbishop Courtenay shrank from closing with the terrible schoolman, who flouted "The Council of the Earthquake," held in the famous precincts of Blackfriars, on a spot subsequently occupied by Shakespeare's theater, and today the site of the offices of the Times. To the last he never quailed. "I am confident," he said, "that in the end the truth must prevail." He felt, to apply to his book the words of his own translation of Luke, "thou shalt go before the face of the lord; to make redi his weies, to zeue science of helthe to his puple: in to remissionn of hir synnes."

For a century subsequent to the suppression of Lollardy at Oxford, the intellectual life of the country lay in a state of stupor. It was a period of war abroad and civil strife at home. It was the day of Agincourt and La Pucelle, but it was also the day when the roses were picked in the Temple gardens, and the crown was found under a hawthorn bush on Bosworth field. Gradually through the mist of battle came the dawn of the Renaissance. Columbus discovered the new world. Vasco de Gama rounded the Cape of Good Hope, and Magellan passed through the straits which bear

his name. The Gutenberg press was creaking busily at Mentz, and Caxton had hung up his red pole in the almonry at Westminster. Luther had nailed his theses to the cathedral doors at Wittenberg. Groeyn had come to teach Greek at Oxford, while Erasmus had been installed as Lady Margaret Lecturer at Cambridge. He remained there long enough to add one more to the world's innumerable warnings on the futility of persecution. The teaching of Wycliffe, he wrote later to Pope Adrian, from Bale, had been only temporarily crushed, it had not been extinguished; that is the only effect force ever has. How true this estimate was the event proved. Two years later Tyndale's New Testament was published.

The story of the Tyndale Bible is one of the most dramatic in the history of the world. It was in 1523 that the poor scholar came to London to endeavor to interest the Catholic hierarchy in his project for translating the Bible. His reputation had preceded him. It was known that he had made his native Gloucestershire too hot to hold him by his bold defiance of a certain pillar of the papacy to the effect that, "If God spare my life, ere many years I will cause a boy that driveth the plow shall know more of the Scriptures than thou dost." The see of London was at that moment held by Tunstall, an able scholar, but a fierce opponent of the Lutheran heresy. Tyndale's appeal to him fell on deaf ears. Neither the clownish priest nor his revolutionary opinions were calculated to appeal to the courtly prelate. "I understand," Tyndale wrote later, "that not only was there no room in my lord of London's palace to translate the New Testament, but also that there was no place to do it in all England."

From London he fled to Hamburg. Possibly he visited Luther at Wittenberg, joining the throng of pilgrims who at the sight of the towers and spires of the town soaring over the Elbe, halted to thank God that from here, as from Jerusalem of old, the light of evangelical truth had spread to the utmost parts of the earth. At any rate, in the spring of 1525 he was at Cologne. In the famous presses of Peter Quentel, in that town, the sheets of the first 3000 copies of the New Testament were printed, as far as the gospel of Mark. At this moment there appeared on the scene one John Coelhaeus, known as the scourge of Luther. There was nothing for it but to decamp. Bearing his precious burden, as Aeneas bore "father Anchises" from the ruins of Troy, Tyndale made for Worms, and here, in the presses of Schoeffer, the first octavo edition of 3000 copies was completed. With the opening of the ports in the following February the work of smuggling the edition into England began. Hidden in bales of merchandise of every description the Tyndale testament came pouring into the country. So tireless, however, were the efforts of Wolsey's spies that of the first

(Continued on Page Nine.)

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The Monitor is the Paper for the Home



## Mansion Which Was the Birthplace of President Pierce Still Standing in New Hampshire Hamlet

(Continued from Page One.)

sepi and white. In this room, with brilliant ceremonies attending the event, was married the Governor's daughter Elizabeth to Gen. John McNeil of Lundy Lane fame.

The original estate consisted of one hundred and fifty acres of ground and a log cabin, which was purchased by Col. Benjamin Pierce for \$150. Additions were made to the estate until it finally consisted of several hundred acres. In former years these grounds were laid out in grand style and elegant taste, abounding in shrubbery, fruit and maple trees. A brook well stocked with trout coursed through the garden. Over this brook was built a summer house, embowered in cinnamon roses. Broad and winding walks served to beautify the grounds.



PIERCE HOUSE, HILLSBOROUGH, LOWER VILLAGE, N. H.  
Home for 50 years of Col. Benjamin Pierce, twice chosen Governor of the state, and birthplace of President Franklin Pierce, his son.



PARLOR IN THE PIERCE HOUSE.

On the walls still remains the original paper, hung over a century ago, representing scenes about Naples.

During the period when the house was occupied by its distinguished owners it was the scene of much gaiety. Under its roof has been dispensed a generous hospitality. Col. Benjamin Pierce, who hospitably.

Nearly all the leading men of New Hampshire from 1825 to 1870, also cabinet ministers and foreign secretaries were frequent visitors here and discussed the questions of the day in its rooms and under the wide spreading branches of the stately trees. On the trunk of one of these trees is a wound in the bark said to have been the linked names of Hawthorne and Franklin Pierce, cut by them in their college days. The house, which is still in a good state of preservation, had been in the possession of and occupied by succeeding generations of the Pierce and McNeil families until recently sold to its present owner and occupant.

## Millions of Feet of Lumber Sent Yearly to South American Ports From Mystic Wharves in Boston

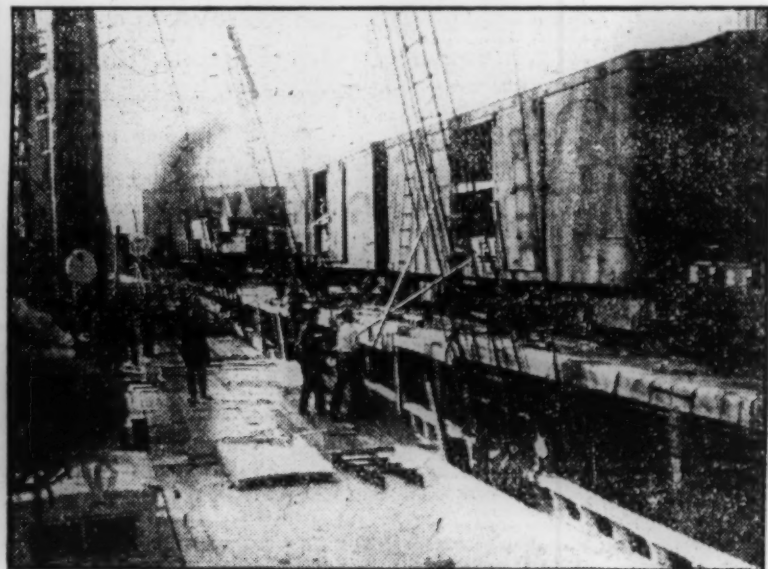
(Continued from Page One.)

adopted this expedient to deceive the freebooters of the sea into believing them men of war, behind whose frowning ports lurked rows of deep-throated cannon.

Well, let's have a look at this chart showing the various lanes of ocean travel to and from the ends of the earth. At once you will notice the slender black lines running in all directions uniting the nations in the peaceful bonds of commerce.

Pay no further attention to those black threads running southward, but watch me trace a line almost directly to the eastward, crossing the steamship lanes that bend to the north on the course for the British Isles and northern Europe. Straight on across the fog-shrouded Georges toward the rising sun this line leads, and then in a downward curve it traverses the region of northeast trade winds till it almost touches the Cape Verde islands. To the northward only a few hundred miles is the one-time pirate stronghold of Tripoli, so now you know just how close to the haunts of those old freebooters, who exacted toll from the commerce of the world, our sturdy plodding lumber carriers approach in their 65-day trip from Boston harbor to the broad estuary of the Rio de la Plata.

About 25 days out from the Massa-



TRANSHIPMENT OF LUMBER.

Unloading Boston & Maine cars in Boston and stowing lumber on vessel for South American ports.

achusetts port, if the vessel has experienced favorable weather, the lookout expects to desecry off the port bow the outlines of these islands, the luxuriant green of their tropical vegetation making the name no misnomer, as verde means green in the Italian language.

Directly to the southward of the Cape Verde group our good ship, now in

the region of the southeast monsoons, begins to head in to the westward, and soon is bowling down along the Brazilian coast under the steady impulse of the southeast trades.

Then a long sail up the great river and the voyage ends at La Boca, the enormous lumber wharves of Buenos Aires, or perhaps there is a 200-mile tow from that city up the river to Rosario.

Last year the long voyage from Boston to the River Plate was made by no less than 25 square-rigged craft, nearly all barkes, with the exception of three British ships, and a few barkentines of differing nationalities. In addition to this the big American schooner previously mentioned in this article, landed a large shipment of lumber at Buenos Aires.

A full-rigged ship, such as the British vessel Pass of Balmaha, a stevedraft of about 1571 tons gross, will carry almost a million and a half feet of lumber stowed in her capacious holds and securely lashed on her broad deck. Such a cargo as this the Balmaha took out last year, as did also a sister ship, the Brynhild. Both these vessels belong to the River Plate Shipping Company, which in turn is under the control of the Export Lumber Company of Boston and Montreal by which all the other vessels in the River Plate lumber trade are chartered.

About 700,000 feet of good white pine would be a full cargo for a bark of nearly 800 tons gross, such as the Tourist, a steel vessel flying the flag of Norway.

Such cargoes as these reach the harbors of Buenos Aires, Rosario, and the Uruguayan city of Montevideo every month, the total value of which, reckoning in the 10 per cent advance in price above the American market, which covers cost of transportation, customs duties, etc., amounts to considerably more than \$2,000,000 annually.

Notwithstanding the fact that more than 2,000,000 feet of lumber is taken from Boston & Maine cars at Mystic wharves every month, on an average, for shipment to South American ports, the supply in those cities seems always to be at a low ebb, and the mountains of pine, oak and ash dragged from the

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If your grocer will not procure "Golden Tree" syrup for you, please write us direct and we will supply you. NEW ENGLAND MAPLE SYRUP COMPANY, Boston, Mass.

interior of the big hulls by active gangs of Italian or Greek longshoremen disappears from the wharves in an incredibly short time.

Where does this immense amount of lumber go to? In the first place, Buenos Aires, the largest city in South America, and still growing with amazing rapidity, requires an enormous amount of building material for her miles of docks, great warehouses and factories, and for the construction of new homes for the teeming population.

Rosario, with her 100,000 inhabitants, also has crying need for the product of Canadian and New England forests, and these two cities of Argentina must also receive enough foreign lumber to manufacture sashes, doors and frames for the dwellings and haciendas of the rich coffee owners of the treeless pampas.

You may ask why the boundless South American forests are not used for this purpose, and the answer is that there are two difficulties in the way. The first is lack of transportation facilities,

and the second, the fact that the dense forests of northeastern Argentina, a wilderness of lignum vitae, ebony and mahogany, are almost useless for ordinary purposes, being hard enough to turn the edge of the woodsman's axe or carpenter's chisel.

We find the same conditions in the neighboring republic of Uruguay, her chief port, Montevideo, receiving a large number of the cargoes from the Hub, for use in the mines, and in the construction of the grain elevators, packing docks,

houses and homes of this smallest South American state.

It can thus be readily seen that a steady demand for Yankee and Canadian timber will continue unabated until the construction and extension of railways can bring on the market the pine and cedar of Oregon and other states of our Pacific slope, at a price that would drive the eastern product from the field, and until that time comes there will always be a few square-riggers loading at our



## UPHOLDS POWER OF RATE BOARD

Authority of Interstate Commerce Commission Not to Be Curtailed, Declares Expert.

SPOKANE, Wash.—"Enactments to strengthen the law to regulate commerce by the enlargement of the Interstate Commerce Commission and protection of the people from misquotation of rates by railroads, are among the things contemplated at the forthcoming session of Congress."

Frank H. McCune, freight rate expert, who prepared the evidence for the Spokane case, the original action against transcontinental lines under the present law, made the foregoing observation in the course of an interview, when asked about a newspaper report which hinted that the powers of the commission in the matter of fixing rates will be shorn by the courts. He added:

"The purpose of the article in question is obvious, as it is intended to form the

basis for an argument that such legislation will be abortive in view of the expected decision of the court abridging the power of the commission, at least that such legislation should be deferred until the court expresses itself on the subject. Delay in the matter of the rights of the people is now the chief aim of the railroads. Such delays are enervating."

## R. L. STEVENSON IN HIS BOYHOOD

Robert Louis Stevenson was descended from a family of Scottish lighthouse architects and at first an engineering career was mapped out for him, but his tastes did not incline in that direction. He was sent to school and college at Edinburgh and afterwards called to the bar, says the Toronto World.

But the boy who at six years of age dictated the "History of Moses" and at nine wrote "Travels in Perth" was not likely to settle down to the routine of law. Stevenson always made literature his leading aim. He began with essay writing, then followed with short stories. His first books were the travel sketches, "An Inland Voyage" and "Travels With a Donkey in the Cévennes."

## AIRS TRAVEL FAR AND ALSO CHANGE

German Lecturer in Chicago Tries to Show How Mozart's "Magic Flute" is Related to Common Tune.

CHICAGO.—Dr. Max Friedlander of the University of Berlin in a recent lecture in German before the Germanistic society attempted to show that the "Magic Flute" of Mozart is the first cousin of "Uptidee," and that "Sally in Our Alley" is a relation of a song of high station in Germany.

Now and then the lecturer broke into charming bits of old folk song and modern melodies to prove the family connection.

In irresponsible manner tunes wander about the earth so the speaker declared. One at least began as a solemn church recitative and developed into a folk song. "Sally in Our Alley" was born in America, strayed to Germany, and there made the incentive of a charming love song.

## NEW YORK HALL OF RECORDS A GREAT CREDIT TO THE CITY



NEW YORK.—The New York Hall of Records shown in the accompanying picture is one of the most beautiful buildings possessed by the city. A decade ago no such buildings existed, and the valuable archives of the city were kept in a place where they were neither accessible nor safe. A rising young lawyer, J. Stanwood Menkin, conceived the idea of having a fitter place built for them. The proposal was heartily endorsed by men in the legal profession, who realized the chaotic effect of any damage or loss to the real estate or other records. Plans were drawn and this

building was erected under the direction of a prominent architect of the city.

There is a great variety of records kept in this edifice. For example, there are long rows of volumes in connection with the work of the surrogate's office, and there are the county clerk's records. There are map rooms full of land maps of the city as it was in Dutch and English periods, all of which are growing more and more valuable. Then there are rooms full of indexes, mortgages, assignments, letters of administration, block records, tax valuations, assessments, etc. All these point to a wonderful development of the city.

## PHILIPPINE SERVICE NOW ATTRACTIVE TO AMERICAN SOLDIERS

General Leonard Wood Finds the Men So Eager to Reenlist That He Recommends Restrictions.

## CAMP LIFE POPULAR

NEW YORK.—Contrary to popular information, American soldiers find service in the Philippines so much to their liking that soon after they have revisited "home" they wish they were back east, says the New York American. It is true of officers and it is true of men. So far is it true of enlisted men that Gen. Leonard Wood, in command of the department of the east, has recommended restrictions on reenlistment.

He would have private separated into two classes—the second class, because of lower efficiency, to be refused reenlistment and returned to civil life.

Intimation of the changed attitude of the army toward Philippine service first came when General Wood bumped with

the possibility for the enlisted man of something much more satisfactory than a few hours leave from routine to go to town and participate in town amusements.

"Then there is the circumstance, I don't know how far influential, of the 20 per cent increased pay, and the double time for Philippine service. I know a sergeant who, at 42 years of age, is now entitled to retire at \$60 a month. Besides, money goes farther out there."

Partly on account of the burden that such pensions would finally mean to the government, partly because of the increased attractiveness of a service more various and interesting than in forts at home, and partly in the interest of the policy of having a reserve force of trained soldiers, General Wood advocates the division of soldiers into two classes. Only the first to be eligible to continued service after their time has expired—those who have qualified as expert riflemen or as sharpshooters.

"We have a small army," he said. "Interests of our government would best be served by turning back into the population each year as many trained soldiers as possible. They would constitute a reserve. For nearly all of them would promptly come to colors in case of war."

"It would be well to keep track of these men. I believe that payment, say, of fifty cents a month, would induce them to always keep the government informed of their address. Perhaps twice that sum would appeal to them as one reason why they should become subject to seven days' service a year, if asked for, at regular pay, in a camp of instruction, or during maneuvers, while they remain fit for war service."

## RADIATOR PLANT FOR KANSAS CITY

KANSAS CITY.—The new plant for the American Radiator Company, which is to be built on a 16-acre tract here, will be completed by next September, according to Henry E. Adams, manager for the company in Chicago. Mr. Adams in Chicago said that architects were at work already and that it is probable that contracts will be let within a month.

More than 500 men will be employed at the new plant. It is to be known as the Missouri river plant and is intended for the company's construction work for the Southwest territory.



MAJ.-GEN. LEONARD WOOD. United States Army officer who advocates restricted enlistment for the Philippine service.

his automobile a pedler. The general was hurrying to the reviewing stand of a Hudson-Fulton parade with the representative of a foreign government. Having stopped to take the pedler into his car, a policeman came up, saluted and said: "I served under you, general, in Mindanao."

"When he told me where he had served," said General Wood, "I answered, 'Well, wouldn't we all enjoy being there again?'"

"That is a feeling that now pervades the service. You know the east. It has its call. But to our soldiers it means doing a soldier's active work. It is the field, the trail, the 'hike.' There is nothing hum-drum. Open camp, open air,

## BETTER TURKISH CONDITIONS SEEN

The greater freedom under the new Turkish regime is easily seen even by a visitor, writes the Rev. Morris H. Turk, Ph.D., in the Congregationalist and Christian World.

A prosperous Albanian Club discusses openly questions of language, education and politics. At an impromptu but largely attended reception in the well-ordered club building, Moslem, Greek Orthodox and Protestant Albanians associated together in the finest fraternalism, all intent on the one common interest, the uplift of Albania.

No rapid or radical changes can be expected, for age-long customs will give way but slowly to the higher ideals of a new life. But if the opportunity is long enough and large enough, the Albanian people will inevitably establish a higher civilization.

## NEW YORK'S IMPORTS GROWING

NEW YORK.—Imports at the port of New York are growing rapidly, showing an increase of from 35 to 50 per cent over the values of a year ago. Receipts of from \$1,000,000 to \$1,070,000 are not unusual in a day.

## MR. BRYAN TO GO ON A LONG TOUR

Nebraskan Will Visit Texas Previous to An Extended Tour of Latin Republics.

LINCOLN, Neb.—William J. Bryan is to make a five months' tour of the countries of South America this winter. Following his address to the Japanese commissioners at Omaha next Saturday Mr. Bryan will leave for Arizona, going from there to Galveston, and from thence to New York, whence he will sail for Panama, and then to South American countries, remaining practically in Brazil. Early in June Mr. Bryan will go to Europe.

His extended absence abroad is thought to dispose of the frequent reports that Mr. Bryan will be a candidate for the coming vacant Nebraska Senate seat. Mr. Bryan on the eve of his departure would not discuss the matter, further than to say he prefers not to be a candidate for any office, but cannot look far enough into the future to determine his plans.

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### Sole Leather Articles.

Including Writing Cases, Jewel Cases, Bottle Sets, Emergency Cases, Automobile Clocks, Glove, Handkerchief and Veil Cases. Also Visiting and Shopping Bags.

### Toilet Articles.

French Toilet Waters, Extracts and Soaps, neatly packed for presentation. Celluloid Toilet Sets.

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A large assortment of Table Decorations, Dinner Cards and Flower Pots. Foreign and Domestic Correspondence Stationery.

### Silks and Dress Goods.

Plain and Novelty Silks in all the leading shades. An extensive assortment of dress lengths, black and colors.

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Silk and Cotton, Percale, Gingham and Seersucker, in waist and dress lengths, neatly packed in boxes for presentation.

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If there were nothing but the outside to consider, there is work enough to see that that in itself is right. There's enough just on the outside to baffle a buyer.

But the outside is the least important part—what do you know of the inside? And the way it is made—what do you know of that? Of the screws—and where they belong? Of pegs, and springs and making in general?

One of the springiest, richest chairs on our two great furniture floors hasn't a spring in it above the wooden frame—yet when you sit down and lean back you sink, and sink until you marvel that you never knew such furniture existed. That chair represents the finest furniture skill in the world—yet its look is no better than that of a hundred other chairs on the same floor. Its seat and back are nothing but leather-covered hair—all the spring comes from the quality of the hair. But what do you know of hair?

Beauty? You know better what pleases you than we do. You know the colors you like. We get 'round that by showing you many colors—separate or combined. You know the forms that suit you best—so we have samples of nearly all forms—two floorfuls of nothing but samples.

The technical virtues we look after. Nobody can buy furniture here that won't last—that is put together with nails—that in any way will fall short of the best he expected.

We mean to do the furniture business of New York. We can't succeed if we are going to sell you anything short of worthy furniture.

Every piece is plainly marked in plain figures. Look through our two great floors of furniture—nothing but furniture. But please don't come if you are looking for tawdry furniture. If you are looking for cheap but good—come.

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Every young husband and wife has a picture of the sort of home they would like. Yet they hesitate or put off their beautiful realization because of the big outlay of money required.

We can't do better than make your dream possible—and we can do that if you are willing to talk your plans over with us, by making it possible for you to buy your furniture, carpets, rugs, upholstery, etc., on our club plan.

By this you buy at cash prices and pay as you can afford to—a part at a time.

There is no interest charged, and no embarrassment—because we don't let any one who isn't thoroughly respected buy on the club plan.

But to salaried men or women, or to old or new New Yorkers, we are glad to extend the courtesy of our club plan. Ask about it in the Furniture, Upholstery or Carpet departments.

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NEW YORK



## PRESIDENT'S AIDES OCCUPY PLACES OF HONOR AT CAPITAL

Every One of the Official Staff of Ten Is Assured of Distinction in Social Life of Washington.

### MR. GRANT CHOSEN

WASHINGTON—It is an honor far above the ordinary for officers in the three branches of the government military or naval service, to be selected for duty at the White House during the winter.

Service at the White House means a social distinction of extraordinary importance. As there are only 10 of these posts to be filled from all three branches—the army, navy and marine corps—it can readily be understood what a scramble there is each year for appointment to the social staff of the President. Sometimes a man has the good fortune to be assigned to the White House twice, as in the case of Lieut. U. S. Grant, 3d, who will again be a member of the President's staff; but if a man has the good fortune to be selected as a social aide at the White House only once during his entire career he counts himself fortunate indeed.

As the roster of the President's staff stands at this time there are but two married men in the list—Col. Spencer Crosby, chief aide to the President, and Lieut. U. S. Grant, who is serving his second assignment on the President's staff. The other aides are Captain Butt, U. S. A.; Lieut. Hugh Osterhaus of the navy, Lieut. Chauncey Shackford of the navy, Lieutenant Pratt of the cavalry branch of the army, Lieut. Gilbert J. Rowell of the navy, Capt. Harry Lay of the marine corps, Commander James E. Palmer of the navy and Captain John. son of the infantry branch of the army.

The duties of the social aides at the White House are purely ornamental, yet they are absolutely necessary to the official picture presented at various periods throughout the season. On formal occasions they all line up in the upper corridor of the White House and as the bugle call sounds downstairs five aides lead the procession of escort to the President, consisting of members of the cabinet and their wives, while four bring up the rear of the line, leaving the chief aide to the President free to proceed to the blue room and be in readiness to present the line of visitors to the chief executive. On these occasions the corps



LIEUT. U. S. GRANT, 3D.  
Grandson of great general who is serving his second assignment as member of President's staff.

of aides wear the full regalia provided by their respective branches of the service for evening dress and their uniforms are set off in bold relief by the sombre attire of the President and members of his cabinet.

As soon as the President and his escort have entered the blue room from the red corridor the aides take up their positions at the doors of the blue room and in the green room, and for two hours or more their chief duty is to stand perfectly erect and look pleasant. When next a formal reception is given in the White House they have the same thing to do over again and in the same way.

But the honor is one which is coveted by every young officer in the service, for it means to him immediate recognition, no matter what his station in life may have been before his appointment. Many a young officer has bounded from social obscurity into complete recognition by the highest social powers at the capital, merely through the stroke of the pen which has written his appointment to the President's staff.

## NEW YORK MAYOR'S PATRONAGE NEXT TO THAT OF PRESIDENT

NEW YORK—The direct patronage that goes with the office of mayor of New York, just entrusted by the people to the Hon. William J. Gaynor, will compare favorably with that of President Taft himself. Mayor Gaynor's private secretary will receive \$6000 per year, or \$1000 more than Mr. Taft's secretary receives, and his chief legal adviser—the corporation counsel—will draw \$15,000, or \$3000 more per year than given to President Taft's chief legal adviser, the attorney-general of the United States. Then there will be a cabinet officer's salary of \$12,000 for a city chamberlain and three members of the water supply board, while six others will get \$10,000 each; two will get \$8000; 14 will draw Messrs. Root's and Dewey's senatorial salary figure of \$7500; seven will be given \$7000; eight, \$6500; 16, \$6000; and the number claiming \$5000 will reach 37, while 34 will be content with from \$2500 to \$5000. In almost every case the salary is higher than that for the corresponding office in the federal establishment.

The mayor of New York has the chief responsibility in directing the expenditure of a vast annual budget, sometimes one third as much as that of the federal government, and greater than the combined budgets of any other five cities of the country.

The new autocrat of Greater New York will exercise rule over twice as many people as there are in Denmark; 2,000,000 more than there are in Norway; 1,000,000 more than there are in Sweden; and the population of our metropolis is as great today as that of the kingdom of Saxony. Twenty-six independent nations of the earth have fewer people—the most of these, far fewer, indeed. The 19,269 school teachers of the metropolis alone outrank the standing armies of Denmark and Chile combined, while the 9918 policemen of this biggest city of ours could more than replace the standing army of Venezuela. For a fact, New York's 4100 firemen form a bigger force than the whole Danish or Greek navy, or the standing armies of Peru or Nicaragua. And there are enough people on New York's city payroll to populate another Springfield, Ill., or Topeka, Kan.

## MARYLAND TOWN NEW YORK'S RIVAL

Village of Buena Vista Springs Boasts of Its Horse Car Traction Line Just Like the Big City.

HAGERSTOWN, Md.—New York is not the only place on the map that can boast of still using a horse car. That city's right to fame along that line is shared by Buena Vista Springs, up in the northeast corner of Washington county, along the Pennsylvania state line. The residents are prouder of the fact than the New Yorkers, for their car carries the United States mails and is under the jurisdiction of the interstate commerce commission.

The reason for this last condition is that the line over which the car runs extends from the Buena Vista station of the Western Maryland railroad, in this state, to the Buena Vista Springs Hotel, in Pennsylvania. The line is only a little more than two miles long. Five round trips are made each day, hauling a passenger car, and sometimes a trailer for freight as well.

The passenger car is a wonderful affair. Where it came from no one seems to know. Tradition has it that it came from Washington. Residents of the capital who have stopped at the hotel go so far as to say that the car ran on the old F street line, but then others say it must have come from the Pennsylvania avenue line. So one can take one's choice.

### FINED FOR OVERWEIGHT.

A coal company at Aberdare, South Wales, was fined recently for selling overweight coal. The fact that the error in the scales made the company lose money was not considered by the court in passing judgment.

### BUSIEST SPOT IN THE WORLD.

LONDON—The busiest spot in the world is said to be in the vicinity of the Mansion House, where 37 vehicles pass every minute during the day.

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know how difficult it is to make a waist or dress fit properly over the

## BUST and HIPS

with yourself as the model and a looking glass to see how the back fits.



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Is a Chair Leg Loose?

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Price 25 cents at hardware stores, department stores, druggists, stationers, grocers, etc. If your dealer doesn't carry Caementium, tear out and mail this ad, with 25 cents to our nearest office, and we will send the postpaid.

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French Seal Coats, 50-inch; regularly \$90.00.....	65.00
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Hudson Seal Coats, 52-inch; regularly \$300.00.....	225.00
Genuine Seal Coats, 50-in.; regularly \$650.00.....	395.00
Genuine Alaska Seal Coats, 52-inch; regularly \$975.00.....	775.00

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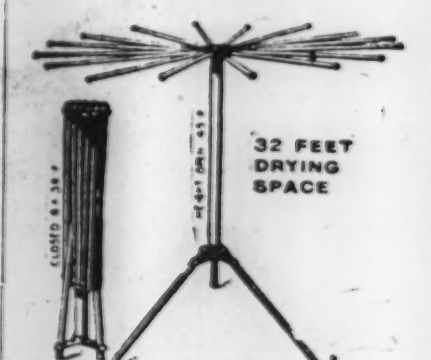
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## The English Bible--From Bede to Tyndale

(Continued from page Six.)

eighteen thousand copies, one fragment of this quarto and two incomplete copies of the octavo have alone survived. The fragment contains the translation of the first 22 chapters of the gospel of Matthew. Absolutely unique, it consists of eight of the actual sheets printed by Peter Quentel, in 1525, and is one of the treasures of the library of the British Museum.

The profits acquired by Tyndale in this manner were immediately employed in furthering new schemes of translation. With indefatigable energy he had, in the midst of his other labors, taught himself Hebrew, and in 1530 the result was seen in the publication of his version of the Pentateuch. In the following year there appeared his translation of Jonah; and three years later the revised edition of the Pentateuch and New Testament, the latter of which, with its thousands of corrections, has always been regarded as the masterpiece of his genius. It was a copy of this edition, superbly printed and decorated, which he presented to Anne Boleyn. After much wandering, it has at last found a safe resting place in the British Museum, where it may be seen, with the words Anna Angliæ Regina faintly decipherable upon its edges, a memorial of the policy which placed that unhappy queen upon the throne.

This revision was scarcely circulated before Tyndale was immersed in further translations. He was not destined, however, to complete his dream of translating the whole Bible. In 1535 he was enticed out of his house in Antwerp, and carried a prisoner to Vilvorde castle. Here, in the dark and cold of his dungeon, his last work, the translation of the Old Testament, from Joshua to Chronicles inclusive, was accomplished. On Oct. 6, 1536, he was strangled, and burned at the stake. The malice of his enemies had triumphed over what, in his translation of Corinthians, he had termed "oure erthy mansion wherein we now dwell," but it was unable to undo his work. Fifty thousand missionaries, in the shape of copies of his Testament, were already bringing true his prophecy, that the boy who guided the plow should know the Scriptures.

In spite of its limitations, the Tyndale version is the greatest individual achievement in what has been so happily described as the evolution of the English Bible. He was not, it is true, the first to conceive and carry out the idea of a vernacular translation; the honors of the pioneer must always rest with Wycliffe. Nor did he, like Coverdale, complete the translation of the whole canon. Still, after generations of scholars have lavished their genius on the work, the fact remains that, of the books he translated, 80 per cent of his Old Testament and 90 per cent of his New

Testament are contained in the English Bible of today. The Wycliffe Bible was after all a medieval book, a translation of the Vulgate, and so a translation of a translation into a language which has not yet found its own vigor and mellowness. The translation of Coverdale was again a translation of translations, based, as it was, on the old Latin and German versions. The translation of Tyndale was a translation from original Hebrew and Greek documents into the language in which, in a few years, Shakespeare and Marlowe, Spenser and Jonson were to speak to the world.

One of the medieval ecclesiastics had raged at Wycliffe for turning the jewel of the church into the common sport of the people. Sir Thomas More brought a similar complaint against Tyndale for his abandonment of the old ecclesiastical words, but posterity has not sustained his objection. One of the greatest mas-

ters of prose in our own time has summed up the majesty of his translation in the words, "Of the translation itself, though since that time it has been many times revised and altered, we may say that it is substantially the Bible with which we are familiar. The peculiar genius—if such a word may be permitted—which breathes through it—the mingled tenderness and majesty—the Saxon simplicity—the preternatural grandeur—unequaled, unapproached, in the attempted improvements of modern scholars—all are here, and bear the impress of the mind of one man—William Tyndale."

### ALASKA'S BIG WATERWAYS.

Alaska has 4000 miles of waterways navigable for steamers, of which about 2700 miles are included in the Yukon river and its tributaries.

## L. P. HOLLANDER & CO.

WOMEN'S AND CHILDREN'S OUTFITTERS

NOW AT

Fifth Ave. and 26th St., N. Y.



Will Occupy Their New Building

FIFTH AVE. at 46th St.

About Jan. 1st, 1910

Dr. C. F. COLTER  
DENTIST

Office Suite 2

26 College St., Toronto  
Phone North 1906.







# Twenty Men Will Join Us in this Enterprise when they know the Facts. The Present Opportunity is Open to No More than Twenty. Will You Be One of the Twenty?

We want **ASSOCIATES**—not merely investors—and emphatically not speculators. We want men who are willing to investigate facts, and who are **ABLE** to **DISCRIMINATE** between **OPPORTUNITY** and **SPECULATION**. **WE OFFER YOU A FIXED INCOME**, reasonably sure because it is based upon fixed and known laws of nature and achievement working together. The facts are easily demonstrated, easy for you to investigate. They are stated and **GUARANTEED** to be facts by men of standing whom you know or can easily find out about.

**Will You do this Much--Investigate? Do It Now** You take no risk, you incur no obligation, by investigating. The marvelous modern advances in experienced horticulture have made this opportunity possible. The plant wizardry of this generation has made fortunes from the soil not only possible, but **SURE**. Soil culture has become as safe as bonds, and much more profitable. We are so sure of what we are doing that we have put many thousands of dollars of our own money in it. **YOU MAY JOIN US ON YOUR OWN TERMS.**

## Do You See This Picture?

We produce results like this with reasonable certainty and most excellent profits.

## BUT

We are not only interested in making a fortune ourselves—we are building up a community of people of similar ideals in the semi-tropical garden spot of America. Therefore we want the right men and women to join us.



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## Do You Want to Be an Owner

In Our Gem-like Japanese Garden Village and Winter Resort

set in the midst of an orange grove of 4000 acres that should give you a guaranteed life income without much effort on your part, at an investment now that you can make without any hardship whatever?

## Please Read This Very Carefully

Small beginnings have always been the heralds of final results which have turned out to be potential forces in the enrichment of the world; and, when the world is so benefited materially man has always supplemented thereto, a more dominating progress than was before possible. The marvelous horticultural achievements of a Burbank—the advanced type of a class of modern investigators are well known not alone for their materially spectacular interest but on account of their higher significance for progress. Even the masses recognize this higher reason for producing two kernels of grain where previously but one grew, or, for painting a more luscious color on the skin of a fruit and imparting a rarer taste to a more abundant juice contained in its pulp.

The processes of nature tend upward and may with rightful understanding, selection and judgment be assisted. Nature, therefore, is necessarily more crude than we may imagine, nor does it follow by any means that in fruit, bird or beast she has set down any one of them in that particular spot where above all others, each will or has thrived to the fullest. Nature has done her best, she has evolved, but to think is the quality of man only. The evolutions of nature unassisted, can not cope with the changing conditions of population, transportation and markets, and here, experience and studious research exercise selection of species, grafting one desired quality upon another, other to meet a climatic condition, in the constant search for improved quality, or for both reasons.

We have in the Texas Gulf Coast the most ideal conditions for a certain root stock budded with the choicest citrus varieties—Valencias, Satsumas, Washington Navel, Grape Fruit, etc. In this case it was Japan that met many years ago in Citrus Trifoliata, the requirements of a perfect root stock so hardy as to go dormant in winter, resist even snow and ice, and grow oranges, the choicest and most profitable of all fruits. The possibility created in Japan found a demand in our much milder Gulf Coast, and this demand for an orange for this section is caused by the fact that the Mississippi Valley is fast becoming the center of our vast and growing population. This center of population must be supplied and the Gulf Coast is the nearest logical country to draw on; consequently, there are already many groves 5 and 10 years old in full bearing. Our literature will give you astonishing proofs of their profits. The genius of Japan has given us a priceless boon now many years tested and ready for you to receive in your open hands. The possession of a grove which can now be had, should give you an income for life.

Separated from the great Central and Eastern Markets by nearly 2,000 miles farther than Texas, see what California has done. See what she has done in spite of the Pacific Coast railroad freight rates and other combines entirely absent in Texas. Not only can the Texas Gulf Coast place her oranges nearer market by almost 2,000 miles, lessening risk and transportation cost, but, we have a particularly adapted, luscious and incomparable orange, ripe and ready 60 days earlier and commanding the top of the market. For these and many other reasons, Texas is striding rapidly to the front as a citrus fruit producer and is destined to quickly become first in the group of three great producers, viz., Texas, California and Florida. It is not alone in the Citrus, but in Figs, Grapes and other fruits that Texas is certain to take the lead.

**BUT WHAT AS TO PROFITS?**  
Well, Geo. W. DuNah, our President, says: "I have counted 63 oranges on a two-year-old Satsuma tree." A 3-year-old grove will produce, conservatively, \$1.00 worth of oranges per tree, increasing so rapidly the 4th and 5th years that you may safely count your investment repaid you after the 5th year's crop. The 6th year alone should produce an income equal to the entire sum of your investment, and, your crop thereafter, annually, should net \$600 to \$1,000 per acre. Yes! These are facts easily proven in bearing groves on the Texas Gulf Coast. The Satsuma on Trifoliata, which we especially recommend and plant on these contracts, is not only a very hardy tree but also an early producer (we guarantee our planting to bear profitably the third year). Finally, you can not outlive your grove nor are your children ever likely to see it cease producing oranges and income. We will tell you more fully in our literature, but read every word of this announcement.

SIGN THIS COUPON OR THE ONE OPPOSITE

THE PORT LAVACA ORANGE GROVE CO.,  
Bloomington, Illinois.

Gentlemen: Please forward to me at once your illustrated booklet in regard to your offer, together with such other information as you may have. In making this inquiry I do not obligate myself in any way to buy.

Name .....  
Address .....

## This is What We Offer



**AN IDEAL HOME** if you want it—an investment that will keep you in comfort—or both, as you choose. We do all the work and deliver to you the completed, profit-making property, and if you want it, a bungalow in a fairyland Japanese garden village in a land of sunshine, flowers and fruit. Your investment may include such a home or not, as you like. If you prefer we will rent you such a home for any portion of the year you may wish to spend with us—but the *Japanese Garden Village as a place of residence will be confined to those who become associated with us.*

The selected land for this garden feature borders on a projected arm of beautiful Matagorda Bay, where plenty of fishing, duck hunting, sailing and other attractive diversions can be found. The aesthetic and artistic charm of this garden village is guaranteed by the master hand of S. Arai, horticultural expert and landscape gardener of the Flowery Kingdom. Mr. Arai, who is Vice-President of our Company, created the Japanese Gardens on the Belmont and Gould estates, as also the famous Japanese Tea Gardens at Atlantic City, N. J., more popularly known in the United States. As each winter you sojourn with us in this extensive garden, there will come to you a gratified sense of ownership wholly new. Not a few, doubtless, will make their permanent home here the year round, breathing the perfume of their own nearby orange groves while frost and ice hold the North, enjoying the invigorating gulf breezes and delightful days and nights of summer, and then, as the year approaches the late autumnal months, view the charm of the golden hoard of fruit on their own trees and thousands of others—fruit of the choicest quality ready for shipment and sale under our own brand and facilities and commanding a high price in the most discriminating market.

A comparatively small cash investment, a very little economy in unnecessary present expenditures and this **INCOME**, with its splendid features, are yours.

### ONLY TWENTY 5-ACRE TRACTS.

We own more than one thousand acres of the choicest orange lands in the Gulf Coast country and now offer our Series A, comprising 100 acres, in twenty 5-acre tracts, planted 175 trees to the acre—875 trees to each 5-acre tract. These trees are grafted Satsuma Oranges on Trifoliata Root, two years old or over when taken from the nursery row, and are guaranteed to bear fruit three years after planting, by the Alvin Japanese Nursery Company, of Alvin, Texas. Under expert supervision of S. Arai, that Company has charge of ours, the largest enterprise in the horticultural development of the Gulf Coast country of Texas.

Other series, if offered for development and sale, may be at an increase in price. We offer this first series to the public on easy terms and at low cost, with full guarantee to care for the same free of charge until paid for, and offer our services to take care of the grove after delivery of deed for one-fourth its net income. Terms of payment are one-sixth down, the balance in monthly, quarterly, semi-annual or annual payments to suit our purchasers. Deferred payments to bear no interest. In case of demise, money refunded or settlement in Paid-up Land. Ample recovery clause for the purchaser in case of delinquency, with discounts for anticipated payments, etc. So sure are we of early income that we will even be willing to take part payment in a note due only out of income from your grove. We will present proofs that a 7-year-old grove planted as above, will produce \$1,000 per acre annually. So we may conservatively assure you that your \$3,000 investment will yield you at maturity of your grove \$3,300 per annum. **SO WE SAY TO YOU AND INVITE YOU NOW, WHATEVER YOU MAY HAVE HAD IN CONTEMPLATION, FIRST, ESTABLISH INCOME IN A MANNER OF ENHANCING VALUE.** Lay this foundation close to the soil, and especially, in a place where men and women of agreeable temperament are to be factors. This Company employs no solicitors, has no agents, but deals direct with its patrons and advertisers in THE MONITOR, appealing to its readers particularly. Should you be interested in our development, please write for our illustrated booklet and full particulars, or send either of attached coupons. Address all communications to

## The Port Lavaca Orange Grove Co

Subscription Headquarters

Hanna Building, Bloomington, Illinois

## The Men Who Are Making This Offer and What They Stand For

### OFFICERS AND DIRECTORS.

Geo. W. DuNah, of Bloomington, Illinois, President; retired merchant and landowner in Calhoun and Victoria Counties, Texas.

S. Arai, of Houston, Texas, Vice-President; noted horticulturist and landscape gardener, a man whose gardening achievements are further made effective to us by his connection as president of the largest direct importing nursery of Japanese stock in America. He has devoted a lifetime to horticultural pursuits, is a graduate of the University of Tokio and a man of learning and close observation. His wide experience and the specialized organization of his great nursery are assured in behalf of our enterprise. Get Mr. Arai's expert report to us, in the making of which a desire to become associated with us was expressed, and of which we subsequently availed ourselves, accepting his offer of purchase, and thereupon electing him to office. Realize what such a man will make of our enterprise as well as our Japanese Garden Village.

W. D. Moore, of Bloomington, Ill., Treasurer; cashier McLean County Bank, and prominently associated with other conservative and profitable business enterprises.

Francis H. Hobbs, of Bloomington, Ill., Secretary; retired merchant and landowner.

O. A. Green, of Bloomington, Ill., Director; retired farmer, capitalist.

A. B. Scrogin, of Lexington, Ill., Director; landowner and director State Bank, of Lexington.

W. E. Klopp, of Bloomington, Ill., Director; merchant, Bloomington, Illinois.

B. G. Scrogin, Port Lavaca, Texas, formerly of Lexington, Ill., Field Superintendent; also a leading stockholder and a man who has made a flattering agricultural success in Texas.

With the exception of Mr. Arai these men are all McLean County, Illinois men, and know agricultural values. The county of McLean may be significantly stated here as being the richest county in the United States in the value of its agricultural products.

McLean County Bank, of Bloomington, Ill., will tell you all about any of these men.

The Port Lavaca Orange Grove Company refers you also to the First National Bank of Port Lavaca, Texas, the Farmers and Merchants Bank of Victoria, Texas, and invites special inquiry through Bradstreet or Dunn.

**WHILE YOU ARE PREOCCUPIED IN YOUR PROFESSION OR SPECIALTY, WE ARE IN THE SAME MANNER ENGAGED IN OURS,** prepared to do for you, that which your training has not prepared you to perform. If you, a business man, a lawyer, dentist, educator, or any other kind of specialist, were to undertake to build an orange grove, even if you had the time to do it yourself, you might easily fail or squander money in excessive cost, just as your client or your patron would blunder were he to undertake to do your work for himself instead of coming to you. We stand in the same relation to you as you do to your client or your patron. We can do this for you at the cost and with the guarantee, because we are grove specialists, but, we could not create one 5-acre or 10-acre tract under the conditions we offer and at the price; the magnitude of our enterprise alone, makes this offer possible. Further, the skill and specialized knowledge we shall use in building your grove and caring for all its details until maturity, we are prepared to place at your command continuously, thus assuring you the fullest income, if you never live near to or on your grove at all, or should you desire the work done for you.

EVERY EMERGENCY IS PROVIDED FOR. DO THIS NOW.

SIGN THIS COUPON OR THE ONE OPPOSITE

THE PORT LAVACA ORANGE GROVE CO.,  
Bloomington, Illinois.

Gentlemen: I enclose herewith TEN DOLLARS to reserve one 5-acre tract. Should I, upon further examination of the proposition, decide not to buy, I am to have the same promptly refunded. Please send me immediately full particulars which will give me a basis for final decision or for any further investigation I may see fit to make.

Name .....  
Address .....





# WE HAVE WHAT YOU WISH and Superb Store Service

## We Are Here to Serve You

No matter what size you wish—  
No matter what color you wish—  
No matter what brand you wish—  
If not in stock, we will secure it  
for you, if procurable in the U. S.  
or Europe.

MAIL ORDERS  
SOLICITED.  
\$1.00 Orders  
Free in Massa-  
chusetts; \$5.00  
Orders Free in  
any New Eng-  
land State.

## Shepard Norwell Company

Winter Street Temple Place Tremont Street

## All Complaints Adjusted

See our Adjuster of Complaints  
street door, or call him by tele-  
phone (ext. 2719).  
"A Satisfied Customer is the  
Best Kind of an Advertisement."  
We assure you of courteous  
treatment and liberality, even be-  
yond reason.

OVER half a century in the retail dry goods business in Boston is respectfully referred to as an indication of the standing this establishment enjoys in New England. With fifty-six years' experience to our credit, it is but natural that today finds us fully equipped with merchandise of quality, backed by our guarantee for satisfaction or money refunded, and entitled to the above assertion: "We have what you wish and superb store service."

## The "Fasso" Corset

Is the Best French Corset That Comes to America

It is confined to us in Boston, being one of the exclusive features. Prices range from

\$9.75 to \$30.00

Per pair

There's a Model for Every Figure.

(Corset Store—Second Floor)

## "Smart Set" Corsets

Are sold in our Corset Store, the only place in Boston where you can get them.

It is a high-grade American-made corset.

Containing the very best materials in its construction.

PRICES RANGE FROM \$5.00 to \$12.50

Per pair

Expert Corset Fitters Employed.

(Corset Store—Second Floor)

## OUR STORE DIRECTORY

### Street Floor

The Boston Silk Store  
Woolen Dress Goods Store  
Wash Dress Goods Store  
Lining Store  
Dress Trimming Store  
Button Store  
Smallwares Store  
Pattern Store  
Veiling Store  
Embroidery Store

Lace Store  
Handkerchief Store  
Leather Goods Store  
Men's Store  
Umbrella Store  
Gilt Frame Store  
Pyrography Store  
Shell Goods Store  
Belt Store  
Glove Store

Hosiery Store  
Candy Store  
Soda Fountain  
Knit Underwear Store  
Toilet Goods Store  
Jewelry Store  
Neckwear Store  
Ribbon Store  
Shoe Store  
Thoroughfare Specials

### Second Floor

Costume Store  
Waist Store  
Skirt Store  
Millinery Store  
Corset Store

Cotton Underwear Store  
Underskirt Store  
Stationery Store  
Picture Frame Store  
Kodak Store

Engraving Store  
Misses' Suit Store  
House Dress Store  
Hair Goods Store  
Fur Store

### Third Floor

Infants' Clothing Store  
Boys' Clothing Store  
Girls' Clothing Store  
Art Embroidery Store  
Upholstery Store

Lace Curtain Store  
Portiere Store  
Couch Cover Store  
Linen Store  
White Goods Store

Sewing Machine Store  
Wall Paper Store  
Curtain Fixture Store  
Special Furniture Store  
Women's "Rest Room"

### Fourth Floor

Brass Bed Store  
White Iron Bed Store  
Mattress Store  
Springs and Couches

Pillows and Blankets  
Sheets and Pillow Cases  
Puffs and Comforters  
Bedspreads

Cotton by the Yard  
Rug and Carpet Store  
Trunk and Bag Store  
General Offices

Seven Modern Elevators for Your Convenience

## Shepard Shoes for Children

Are registered "true shape," made to fit the feet as Nature intended.

Shepard Shoes are made exclusively for us, after expert advice as regards the anatomy of the feet. Designed especially for growing girls and boys.

Prices range from

50c to \$3.50

PER PAIR.

According to style and size desired.

Shrewsbury Tan Storm Boots

Are just the thing for Winter wear. New stock now ready.

(Children's Shoe Store—Just Inside Temple Place Entrance.)

## "Dorothy Dodd" Shoes FOR WOMEN

Dainty, Attractive and Perfect Fitting—the Best Shoes in America at the Prices.

Confined to Us Exclusively in Boston

Women of culture will appreciate the tasteful originality and quiet elegance of the smart new boot styles now on view.

All the wanted leathers, in over one hundred different models—it is no wonder we can supply every want in footwear for women.

PRICES

\$3.00 to \$5.00

PER PAIR.

(Women's Shoe Store—Just Inside Temple Place Entrance.)

## Human Hair Goods

Our undisputed claim to leadership in "Quality" is only one of the reasons why you should visit our Hair Goods Store, when in quest of fashionable hair dressings.

Our Hair Goods Look Natural

Or we do not let you go away with them. We want our patrons to have absolute faith in our goods, judgment and values.

Our Dressers are thoroughly competent, willing and anxious to serve you satisfactorily.

GREY GOODS A SPECIALTY.

(Hair Store—Second Floor)

## Reliable Kid Gloves

All the Celebrated Makes, Including:

Trefousse, Perrins', Fownes', Dent's, Valliers', etc.

New and Fashionable Shades for Street and Evening Wear, also White and Black.

We believe we are offering the best \$1.00 Glove in Boston.

Our stock contains the wanted make, style, size and shades. Short Gloves are now in vogue, and we are fully prepared to meet your needs.

(Glove Store—Street Floor)

## Standard Rotary Sewing Machine

"The World's Best"

We are New England headquarters for this famous chain-and-lock-stitch machine. Prices:

\$35.00 to \$65.00

"Shepard Special"

(Lock-stitch vibrator)

\$18.00 and \$20.00

"New Shepard"

(Lock-stitch vibrator)

\$24.50 and \$28.50

"National Automatic"

(Chain stitch)

\$35.00 and \$40.00

Write for Catalogues.

(Machine Store—Third Floor)

## Kingsbery's Famous Toilet Goods

This store is headquarters for the numerous toilet preparations made by Kingsbery.

The Freckle Remover

Is highly recommended by customers who have tried it, and without injury to the skin.

This remedy is equally effective in eradicating moth patch and tan. In bottles, priced at 50c, 75c, \$1.00 and \$1.25, according to strength.

Kingsbery's Iron Rust Remover will positively remove iron rust, coffee, tea, chocolate, fruit, wine and many kinds of ink stains from cotton or linen fabrics, in 15 seconds. Prices 25c and 50c a bottle.

(Toilet Goods—Street Floor)

TWENTY-FIVE BUYING DAYS BEFORE

## The Christmas Holidays

"Early Purchases" Suggested

THE HOLIDAY SEASON has been anticipated here. As usual, we suggest early trading as a means to an end. You do not encounter extra large crowds, the displays are more complete, goods are fresh, the exclusive numbers more liable to meet with your approval, salespeople ready and anxious to serve you, deliveries arranged to suit your convenience, and, best of all, your holiday shopping can be accomplished without fatigue and possible disappointment.

Practical gifts—the kinds that may be used by recipients with satisfaction—are the best to give. Our stocks are varied, taking in everything in the line of wearing apparel for infants, boys, girls, misses, women and furnishing goods for men, as well as the best in home furnishings. Numerous celebrated staple goods are confined to us for Boston, a few of which receive mention in this advertisement.

Remember, there are only twenty-five buying days before Christmas.

## Double Satin Damask

Made to Our Order

Sold in large quantities to institutions, hotels, clubs, steamboats, etc.

Extra Heavy—Five Widths

36 INCHES WIDE

43 INCHES WIDE

54 INCHES WIDE

66 INCHES WIDE

72 INCHES WIDE

For household use, the Damask Cloths come in various sizes. This particular Damask has aided materially in making this store the

Reliable Linen Store of Boston

(Linen Store—Third Floor)

## "Log Cabin" Cotton Rugs

(Trade Mark Registered)

These desirable Rugs are made for us. They come in seven sizes, and are shown in colorings to match other household furnishings.

They are washable, too, being made from new cotton rags, very durable, and appropriate for libraries, reading rooms, bath rooms, etc.

Sizes and prices as follows:

Size 2.0x 3.0, each..... 70c

Size 2.0x 5.0, each..... \$1.25

Size 2.0x 6.0, each..... \$1.75

Size 4.0x 7.0, each..... \$3.00

Size 6.0x 9.0, each..... \$5.35

Size 8.0x10.0, each..... \$8.00

Size 9.0x12.0, each..... \$10.00

(Rug and Carpet Store—Fourth Floor.)

## ABOUT INTERIOR DECORATION

A Store That Fills Every Requirement

HARMONY IN HOUSE FURNISHINGS is the keynote of success in this particular branch of our business. Only thoroughly experienced men are employed to receive your orders, furnish estimates and plans, execute the work and comply in every way with the wishes of the architect.

To be a judge of fitness is not given to many. The sense of proportion, balance and shading stands out conspicuously in completed work as furnished by our experts. Harmonious color effects are essential features. Patrons of this important branch of our establishment are assured of correctness in detail, as well as moderate cost.

We would greatly appreciate the favor of being asked further to show our ability in Furnishing the Home.

## THE SHEPARD THOROUGHFARE

Wide, Light, Clean, Attractive, Interesting

WALK THROUGH THIS DELIGHTFUL AVENUE when desirous of reaching Temple Place or Winter Street. Who knows but that you might, during your journey, see something you want? It is more than likely you will receive a "hint" regarding some appropriate gift for that friend.

Ever changing features may be expected on this Thoroughfare. Monday's attractions give way to something equally tempting on Tuesday; Wednesday's offerings prove just as inviting, while Thursday's specials never fail to interest the passer-by; Friday is generally a "clearance of remnants," and Saturday's offerings always please.

Make it a point to visit this novelty shopping district and become one of our many "satisfied customers."



BOSTON, MASS., WEDNESDAY, NOVEMBER 24, 1909.



## STORY OF CHICAGO'S INDIAN MOUND GIVES PREHISTORIC FACTS

Few Residents of Big City Know That Until This Summer Evidence of Another Age Existed There.

### SHAPE OF SERPENT

Chicago had within her city limits until this summer one of the strange mounds found only in the Mississippi valley, says the Record-Herald. Chicago's two and a half million inhabitants, nor the throngs of tourists who pass through the city continually, little knew of her rare Indian mound, similar in shape to that world-famous serpent mound in Ohio which the fund of Peabody Museum of Harvard College saved by buying the land and preserving it for a national park.

Chicago's mound was 270 feet long. Its body was built of firmly packed sand which formerly stood out like a sculptured picture among the grass and weeds. Its age was beyond computation, belonging to the era of mound builders.

Chicago evidently was an important station in mound builder times, and the Ohio tribes and those of the southern localities on their way to the Lake Superior copper region passed the spot occupied by the lizard, or winged serpent of the present Lake View, Chicago. Here several converging trails met to merge into the great "Green Bay trail," which led northwest to the Lake Superior region.

The mound was discovered by Karl Dillig some years ago when he was walking through a part of Lake View which had not yet been disturbed by the city's growth. Mr. Dillig, being an artist by profession, made a drawing of the long mound, with its environment of trees, which had grown up in its angle since its execution in the far-away past. He added to his sketch an accurate mathematical measurement to describe its actual size. It covered three-quarters of a block in length and was a duplicate in miniature of the great serpent mound of 1000 feet on the bluff at Quincy, Ill., and also of the mammoth serpent mound in Ohio.

The mound of Lake View was much disturbed when the Northwestern Elevated built the structural iron work at the Wellington station. In the grove below it the hauling teams were hitched to trees daily at noon and the horses partially stamped down the raised surface of the mound.

All has now vanished for a modern lawn, and the mound is only a memory, with its portraits and measurements featured in the building of the Chicago Historical Society.

## BOOKSHOP HABIT OF CHICAGOANS

City by the Lake Takes up a Pastime That Gives It the Appearance of Ancient Places in Europe.

Browsing in the bookshops has become a favorite diversion for the noon hour in Chicago, says the Chicago Tribune. Men and women of various walks of life in a position to spare a few minutes of the luncheon period drop in at the stores, transformed into the dust-loving creature known to the bookshop man.

They swarm about in such numbers now that it makes Chicago look like an ancient city of Europe. They browse over or burrow through the piles and heaps of books with an avidity that makes a patriotic citizen say: "Little Chicago on the lake is not far behind old London with its Thames, and the Strand is replicated here in the loop, at least in one of its phases."

Frequently you will find a well-dressed merchant at a shelf examining title pages with comments to a neighbor upon the value of certain editions and the fortune of picking up rarities in the bookshops.

"A copy of the first American edition of Swinburne's 'Laus Venetie,'" he relates, "was picked up here by a friend of mine for 25 cents. It is worth all of \$15."

# Chicago Is Progressing on Many Lines

University Adding to Its Buildings and Increasing Its Facilities in Other Ways, While at the Same Time Making Examinations More Strict.

CHICAGO—The University of Chicago has made great strides in the last six months, and all who are interested in the progress of the university plan, and if the same progress is made in the ensuing year as was made last year, the facilities of the university



Waterway Interests Are Being Watched and Efforts Continued to Procure the Construction of a Deep Ship Canal to the Gulf as Soon as Practicable.

CHICAGO—Several years ago the agitation for a deep ship canal to connect Chicago with the gulf of Mexico was last fall and winter the question of the expenditure of the \$20,000,000 was not disposed of, Gov. Charles Deneen in



(Reproduced from a souvenir post card published and copyrighted by Max Rigot, North American Building, Chicago, Ill.)  
PANORAMIC VIEW OF CHICAGO TAKEN FROM THE TOP OF THE HARVESTER BUILDING.

ested in it are convinced that it has proven its right to be classed among the foremost universities of the world. One of the most notable improvements has been in personnel, not in numbers. Last year the university authorities announced that it was their purpose to have good students in preference to a large number in which would be included many who were mediocre. The carrying out of this policy has resulted in an apparent falling off in the regular increase of attendants. The number of students enrolled this year

will be ample to meet every demand. The university buildings are said to be among the most beautiful college buildings in the world. They are all in the gothic renaissance style of architecture, and the group, from a distance, is a picturesque sight. There also has grown up in the last few years, and especially within the last two years, a stronger "college spirit." The lack in strength of this feeling was due probably to the newness of the institution and also to the fact that it is located in the center of a great

## IMPROVED TANNERY IS BEING FINANCED IN OAXACA, MEXICO

Manuel Barrueta, Who Has Studied German Methods, Will Have Charge of New Enterprise.

### WORKED IN CHICAGO

OAXACA, Mex.—Oaxaca is promised a tannery by State Deputy Manuel Pereyra Mejia, who is now completing the arrangements for the financing of the project. The plant is to be under the direction of Manuel Barrueta, who has achieved considerable note in the hide and skin trade as well as in their preparation. Mr. Barrueta is originally from Oaxaca, but a number of years ago went to Chicago, where he became identified with a large tannery.

He was sent to the Argentine republic and other South American countries by his firm and later was awarded \$5000 by the American government for his services in extending the trade in hides between the United States and Latin America. For the past year he has been in Germany studying the processes of tanning that are being used in that country. With the assistance of local capital, Mr. Barrueta and Dr. Pereyra hope to build up an important industry.

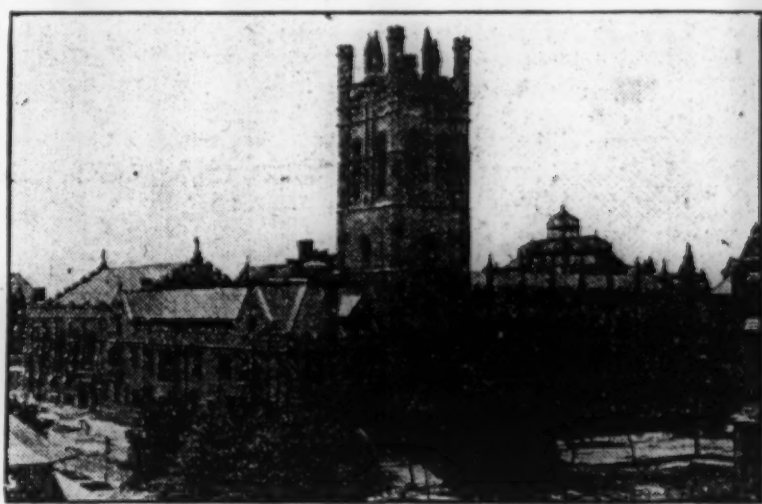
The tanneries which exist in Oaxaca are small concerns and the workmen do not understand the proper treatment which should be applied to properly dress the skins. One of the chief objections which the local tanners cannot remove is the strong odor, which disqualifies the leather for many purposes.

started. In the last year it has gained great impetus, the spectacular trip of President Taft, governors, congressmen and senators down the river last month adding greatly to the enthusiasm for the work.

The advocates of the waterway, however, have come to a realization of the fact that enthusiasm will not build the canal, and that if the aid of the national government is expected, the statesmen from that portion of the country not directly interested must be convinced that it will be a good thing; and also that the

sisted that the canal should be built in accordance with the vote; that even if the deep waterway were not continued from the mouth of the Illinois down to the gulf, the construction of the Mississippi would greatly benefit the citizens of Illinois, and also furnish power sufficient to provide an income large enough to pay for the canal in a few years.

Senator William Lorimer—just elected by the same legislature by a bi-partizan vote—insisted that it would be wise for Illinois to wait before spending this \$20-



HOME OF THE REYNOLDS CLUB OF CHICAGO UNIVERSITY. The clubhouse, the corner building in the so-called tower group, is the college Union, and was built and endowed by Joseph Reynolds.

states directly interested must show a willingness to do their part.

Illinois began its efforts some years ago when the Chicago drainage canal was started, nearly \$55,000,000 having been expended upon this work. Last fall Illinois took another step when her voters authorized the issue of \$20,000,000 of bonds to secure funds to continue the drainage canal—a deep ship canal—down the Illinois river to the Mississippi. At the session of the state legislature

600,000 until there was some assurance that the work would be carried on either by the national government or the states bordering upon the Mississippi.

The same question will be taken up again this fall at the special session of the legislature which Governor Deneen will call for that purpose and also to pass another primary election law. It is probable that no definite action will be taken, however, until after the first of the year.

# Chicago's Trade Estimate Three and a Half Billions

CHICAGO—Chicago's total wholesale trade and manufactures for the last year are estimated at more than three and one half billion dollars. The figures for 1908 were \$3,235,888,000; in 1908 the wholesale trade was \$1,825,263,000 and manufacturing \$1,410,625,000. The three and one half billions estimated to represent the combined wholesale and manufacturing business during 1909 is divided: \$2,500,000,000 for the wholesale trade and \$1,500,000,000 for the manufactures.

These figures give in a general way an idea of the commercial growth of the city since last Thanksgiving. Additional light is thrown upon the subject by figures of the banking world. Within four blocks in the downtown banking district there are 28 banking institutions with capital, surplus and profits aggregating \$105,868,202, deposits amounting to nearly \$775,000,000, and resources reaching the enormous total of \$900,000,000. The increase in deposits since September, 1908, has been in excess of \$100,000,000.

Other figures are furnished by the Chicago postoffice, which has grown steadily during the year. The receipts for September of this year were \$16,000,000, the highest mark recorded up to that time. The great growth in the postal business in Chicago has made it necessary for the postoffice department to take immediate steps for increasing the facilities for handling the mail, the new federal building being inade-

quate. Another postoffice building will be erected on the West Side to meet the problem, an appropriation for that purpose having been made by Congress. Two great problems affecting the business future of the city have come prominently to the fore in the last year, and the interest the general public has taken

ing of it to a minimum depth of 24 feet, straightening it, and the removal of all center-pier bridges and obstructing abutments. These recommendations were made because, in the opinion of the commission, the improvements are necessary if Chicago is to retain its present water traffic. The river and

and improving the canal, making both navigable for the largest lake vessels, and furnishing electric power for manufacturing plants.

The question of harbor and dock facilities also was given a great impetus by the commission's report, and one of the results has been the request by a pri-

and the drainage canal as the first link in the waterway. While the deep waterway project was given a setback when the army engineers reported that it would cost too much both to build and to keep up, the citizens of Chicago and Illinois have not given up the idea. They have voted for a \$20,000,000 bond issue to raise funds to build the deep waterway from the lower end of the drainage canal down the Illinois river to the Mississippi, and are hopeful that since they have shown their own sincerity in such a manner Congress will be willing to help in the work.

The drainage board also has authorized the digging of the Calumet channel, which will connect South Chicago and the Calumet river by a deep canal with the main drainage canal. This will not only improve the water supply of the southern sections of the city, but will also give additional facilities for water transportation within the limits of Chicago.

Great progress has been made by the drainage board in the construction of the "north channel." This canal will run from Lake Michigan at the northern limits of Evanston, to the north branch of the Chicago river. It will furnish about 10 miles of waterway for the smaller boats engaged in lake traffic. It will accommodate boats drawing six feet of water.



(Photograph from Chicago Illustrated Review.)  
VIEW ALONG MAIN CHANNEL OF CHICAGO DRAINAGE CANAL. The drainage board proposes to help Chicago's commerce by making this canal navigable for largest lake vessels. The picture shows a rock cut spanned by steel bridge a Romeo, Ill.

in them has inspired business leaders to hope for great results. These problems are the condition of the Chicago river and the condition of the harbor and dock facilities of the city, both along the lake and along the river banks. The Chicago harbor commission made an exhaustive report early this year, advocating the widening of the river to a uniform width of 200 feet, the deep-

vate corporation for a franchise to construct harbors, docks and warehouses along the lake shore, just north of the river, that would be ample to take care of a far greater amount of traffic than is Chicago's at the present time. The river and harbor question is closely connected with the agitation for a deep ship waterway from Chicago to the gulf of Mexico, using the Chicago river

## CHICAGOAN WRITES OF GIPSY SMITH IN HIS ENGLISH HOME

The Rev. A. H. Armstrong Visits Famous Evangelist, As He Says, "Not in the Pulpit, But in the Garden."

### RED BRICK COTTAGE

CHICAGO—The Rev. A. H. Armstrong of this city writes of a visit to Gipsy Smith's home in England in the Chicago Advance, as follows:

"I stretched my week end in London for a few hours to see Gipsy Smith, not in the pulpit, but in the garden. It took two train hours to Cambridge and two taxicab minutes to 'Romany Tan.' A big dark man in his shirt sleeves ran out calling: 'Hello! Here's Mr. Armstrong!' We were fairly lifted out and borne bodily in.

The "Gipsy tent" is a double 2-story red brick cottage, slated and chimney potted. There are white bays all around, with small panel casement windows and quaint white porch pillars. The rooms are high and spacious. The kitchen has a "hob." There is an air of comfort and substantiality, typical of English homes.

The acre or two of garden is walled by a high, thick hedge. It flanks the house in front by a trim lawn and an expanse of fern-grown rock. At the rear there are pears, apples, cherries, huge gooseberries, currants and sweet English strawberries. There are big leaved potatoes, rank peas and "broad beans" that look like limas growing on balsam plants. And roses, roses, roses.

"I wrote my wife that there were more roses in Gipsy's garden than in all Oak Park, and I think that is literally true. There were dwarf roses and tree roses, climbing and running roses, roses on trellises and fences and a rose that smothered the rear house wall with thousands of blooms. There were white and crimson ramblers, pale damasks, red Marechal Niel, queenly American Beauties, scarlet chinas, creamy La Frances, deep rose pink Duchess de Brabant, big modest brides and Malmaisons, pride of the house of Bourbon.

Under an arbor with a thatch of roses a foot deep we sat down to English tea from under a "cory." The thin buttered bread and tea cake were served from "the curate's delight," a 3-story cake basket. We dipped "three-bite" strawberries in sugar and thick, yellow cream, holding them by the stems. We were much amused by a talented gray parrot which kept calling, "Master's come home; where's the old boy!" and singing snatches of the hymn, "Saved by Grace."

## UNIVERSITY MEN HAVE PEN CLUB

Chicago Students Who Aspire to Literature Keep Up Organization Unique in History of School.

CHICAGO—One of the unique small features of life at the University of Chicago is the Pen Club, composed, as its name indicates, of students who aspire to make literature their life work. The Pen Club was founded in the fall of 1905 by 10 students with literary ambitions.

Many of the members are on the editorial staffs of the two principal college publications—the Daily Maroon and Cap and Gown, the latter a yearly magazine of ambitious scope.

The officers of the club are as follows: Raymond Deforest Penney, president; Arthur Wellington Wheeler, treasurer; Edward Leyden McBride, historian.

Members in residence are: Roberts Bishop Owen, Albert Dean Henderson, Aleck Whitfield, J. Ralph Benjes, Hillman Robert Baukhage, Walter J. Faute, E. Hill Leith, Barrett Harper Clark, Benjamin F. Bills, Vallee Orville Appel, Roy Baldridge, Raymond D. Penney, Lamond Ray Long, Arthur Wheeler, Edward McBride.



# Chicago Looking to Building of Subway System to Facilitate Travel

## Report of Committee After Thorough Study of the Subject, and Features of the Trial Plan Submitted.

### PACKED CAR LINES

CHICAGO—The greatest need of this city at present is a subway system of transportation. The surface and elevated lines are crowded beyond much further endurance. The Governor is expected to call a special session of the Legislature soon to consider subjects of special and pressing importance, when that body will be urged to give the city full power to proceed in the construction of underground ways of travel.

The building of a subway system has been under consideration some time. An offer, it is expected, will be made to the city, by George W. Jackson, Inc., to build a proposed \$80,000,000 road for a

franchise arranged along the same lines as those of the traction companies.

Alderman Milton J. Foreman, chairman of the city council's transportation committee, has but recently returned from Europe where he studied the transportation systems of the larger cities, paying especial attention to the subways. It is understood that he will cause the introduction of subway legislation.

When the exhaustive report on subways was made by the committee last spring, the entire question was laid aside by the council until after the summer vacation. In accordance with the recommendations of the committee the council took the position that more speed would be made in solving the city's transportation problems if the preliminary work were done thoroughly. Included in this preliminary work are arrangements with the telephone, telegraph and electric lighting and gas companies, as well as with the water and sewer departments, so that the pipes and conduits of all public utilities can be located in side galleries in the subway.

The following conclusions were reached

### ADVOCATES OIL TO QUELL SEAS

Capt. G. A. Winterhalter of the United States Hydrographic Office Sends Out Pamphlet to Mariners.

The use of oil as an effective method of battling with heavy seas on the Great Lakes is being advocated by Capt. G. A. Winterhalter of the United States hydrographic office.

"Our office at Washington has recently distributed over 10,000 pamphlets advising the use of oil in storms as is done on the ocean," said the captain in a recent interview.

"Twenty-five years ago vessels commonly used this means of combating high waves, but with the incoming of a new generation of seamen it seems to have fallen into gradual disuse, until today, it is seldom resorted to at all. I know of no valid reason for the decline in its utilization.

"Our office during the course of its investigations inquired widely into the subject of the use of oil on the oceans and finds that it is a growing factor in the sea carrying trade. What is efficient in quelling turbulent seas on the oceans will surely be effective on the Great Lakes. I think that within the next five years comparatively few of our lake carriers will put out from port in the stormy seas without being provided with oil for this use."

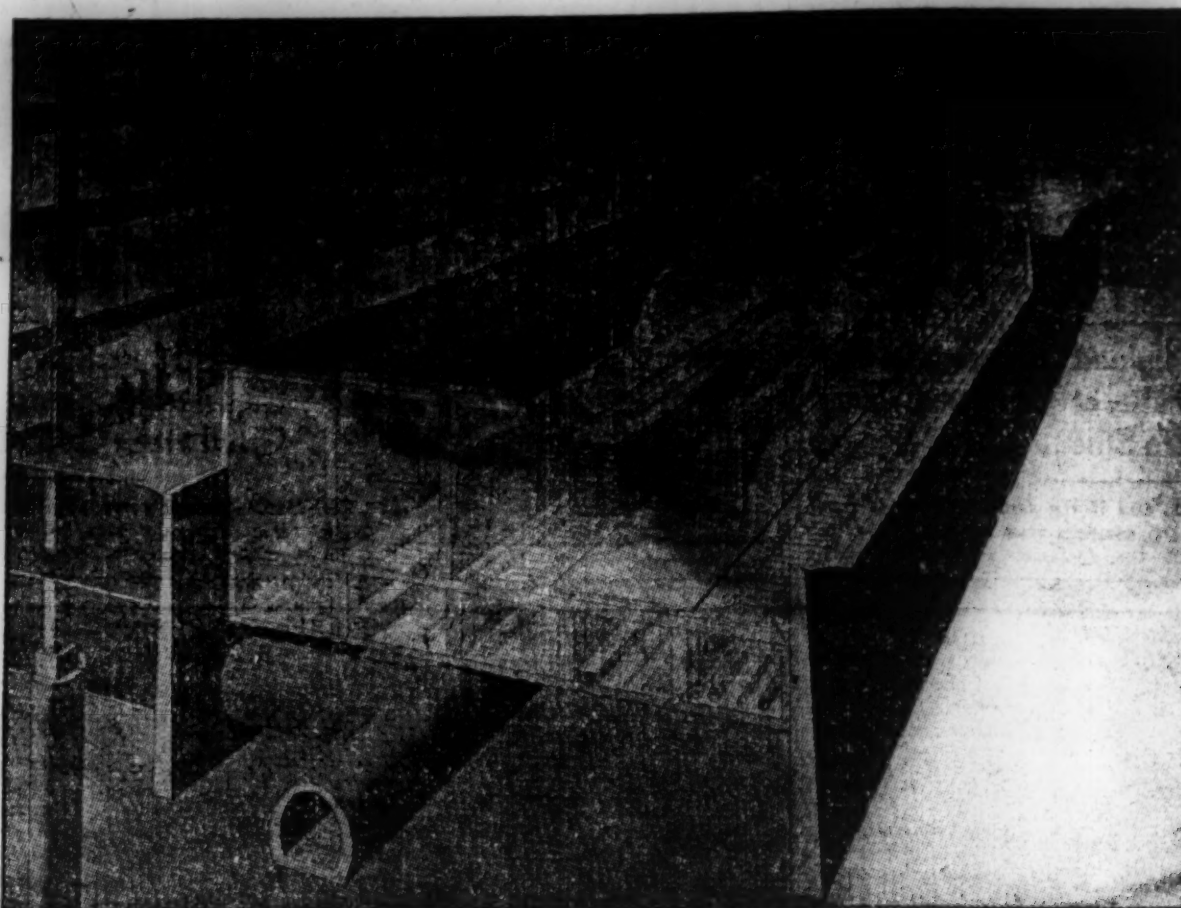
### THINKS SPANIARDS FOUND AUSTRALIA

Report That Sydney Harbor Was Occupied by Other Mariners Than Dutch in the Sixteenth Century.

The question of a supposed Spanish occupation of Sydney harbor in the sixteenth century, which was briefly referred to in these columns recently, is hands of the archeological authorities in the New South Wales capital, says the London Standard.

The first authenticated discovery of Australia is generally agreed to have been made about 1605 by an unknown Dutch navigator sailing in the Duyfken, who landed on the north coast near Cape York. Lawrence Hargrave, a resident of Woollahra point, Sydney, whose researches in aviation and other matters have brought him repute, claims to have discovered, in the shape of carvings and ancient ring-bolts, on the rocks at Woollahra point, convincing evidence of the presence of Spaniards in Port Jackson about the year 1595.

Mr. Hargrave finds corroboration for his belief in old Spanish charts, the ring-bolts found at Woollahra point and at the Endeavor river (Queensland), from ingots of copper embedded in the coral reefs in Torres Straits, and from a study of the probable courses taken by the conquerors of Peru.



TRIAL PLAN VIEW IN STATION IN PROPOSED CHICAGO SUBWAY.

The entrances and exits for passengers lead first from the street surface directly to a level that is the same with the existing basements occupying sub-sidewalk space, whence passage is given at once to the passenger vestibule, or sub-surface sidewalk. This arrangement incidentally avoids the making of long stairways to be traversed by passengers.

by the committee after an exhaustive study of Chicago's street car movement.

The period of congested traffic, when the surface and elevated cars are packed, mornings and evenings, extends over a longer period than one hour.

The movement of cars per hour is substantially a maximum at the period of the most congestion.

Congestion is spreading over a longer period both morning and evening, so that the length of time required in going to and from work is increasing, thus substantially lengthening the working day.

As the congestion in the streets in the business district increases the interruption to traffic is leading to a smaller capacity for carrying passengers on surface lines. The present actual capacity for carrying passengers is less than it was estimated to be six years ago, notwithstanding the extensive improvements since made.

An increase of 100 per cent in the carrying capacity of existing transporta-

tion facilities would probably still leave a period of congestion in the morning and evening traffic.

The estimates of cost per mile are as follows: For four-track subway, \$3,750,000; three-track subway, \$3,375,000; two-track subway, \$3,000,000; one-track tunnel, as under the river, \$800,000.

In its report the committee says: "The data presented concerning the many sub-surface utilities now occupying the streets show conditions of confusion and congestion. Lack of order in their installation and of cooperation has brought about a chaotic tangle of piping and wires. With present methods unchanged, the time may soon come when there will not be room in the streets to carry the utilities required. A lesson here may be drawn from experience with surface congestion, where conflicting streams of traffic and cross-purposes of individuals produced such congestion of streets that it was thought their capacity had been reached, the simple ex-

pendent of regulating the flow of traffic across intersections brought relief." (This was done by stationing policemen at the busy corners who stopped the north and south traffic while the east and west traffic passed, and vice versa.)

"By arranging to include space within the subway structure for the accommodation of sub-surface utilities it is believed that the utmost capacity of the street for all purposes will be made available, as well as facilities afforded for periodical examination and repairs."

In planning for the future transportation problem the committee report says that the number of passengers increases much faster than the population increases. With the increase in the figures in the water department as a basis, it is figured that in from 30 to 40 years the traffic in the business section of the city will at least be quadrupled. The report then looks forward another 40 or 50 years and outlines a tentative plan of subways that will take care of Chi-

cago's street traffic 80 years from now. Two-track, three-track and four-track subways can be laid in the 66-foot, the 80-foot and the 100-foot streets respectively, the report says, without enlarging the buildings, as a sub-sidewalk space would be left on each side of the street, 12 feet wide, 13½ feet and 17½ feet.

The immediate construction of the entire system is not urged, special stress being laid upon the fact that the plans are so formulated that only the work immediately necessary need be done, from time to time. The yearly rate of expenditures is placed at from five to seven million dollars.

"The requirements for transportation are continually increasing," says the report, "and if the extent of subway construction be only enough to meet the increased facilities demanded at the time of construction, the street surface traffic in the subway zone will not be altered, except to be more congested by additional occupation due to the growth of the city. It therefore follows that subway construction should keep well in advance in order to anticipate future requirements."

"The complete removal of the local transportation lines from the street surface is at least unlikely. The use of subways, while providing as fully as possible for purely local traffic, should be for the outlying residential section districts, rather than that comparatively minor traffic pertaining to the short distances within the subway zone."

"At subway stations sub-surface cross-walks from one side of the street to the other could be constructed for the convenience of the general public. Such facilities would materially help that part of the street congestion due to interference with vehicular traffic by pedestrians crossing at street intersections."

"Transportation subways have been constructed in other cities for rapid transit, relieving congestion of traffic and providing for future traffic. The consideration of subways for Chicago has primarily to do with relieving congestion of traffic. They would afford rapid transit principally to the extent they would facilitate the passage of cars across the area, by freeing them of the hindrance of congested street traffic. The length of subways is not so much concerned as their number. The principal present concern is to provide a sufficient number for present needs and conserve the physical situation so that others may be constructed as required in the future. Future spread in area of the congested district would entail simply the lengthening of the subways already constructed."

"Traffic statistics present the fact that

where a radical increase of transportation facilities has been made, sudden increase in the traffic is a consequence. This 'waiting traffic,' which will not travel under existing conditions, is not afforded adequate facilities for moving about, and in this way their capacity for business is curtailed, and in some measure the business possibilities of the region in which it would naturally travel is abridged."

"The congestion (downtown) must continue. Independent of the growth of outlying business centers, of manufacturing areas, of the possible future movements of hotels and retail houses, there must always be a district in which are concentrated the offices of corporations, banks, supply houses, lawyers, engineers, jobbers, bankers, etc. The congestion must be further maintained by the centering of railroad terminals, elevated lines and surface systems."

In speaking of its trial design for subway construction, the committee says:

"As a means for relief of congested traffic it may be said that if a subway run from Chicago avenue and Orleans street at the north, to State and Twenty-second streets at the south, along a route following Wabash avenue through the central business districts, and if two tracks be used for the movement of trains from the elevated railways and two for the surface line cars, its capacity for comfortably carrying passengers will be 86,000 an hour. In other words it will add 50 per cent to the carrying capacity of the local transportation lines."

"It is probable that if one subway alone be constructed it will be found to be carrying passengers to its comfortable capacity as soon as completed, without in any degree relieving the present state of congestion. The construction must be followed substantially at once by subways taking advantage of other outlets from the business district."

### LAUDS HARVARD'S BUSINESS SCHOOL

It has come to be seen that business in its large sense, as understood and conducted at the present time, says the Chicago Tribune, requires not only the highest organizing, administrative and executive ability, but that it is a great art, demanding for a thorough comprehension of its underlying laws and principles as careful special study and training as any profession.

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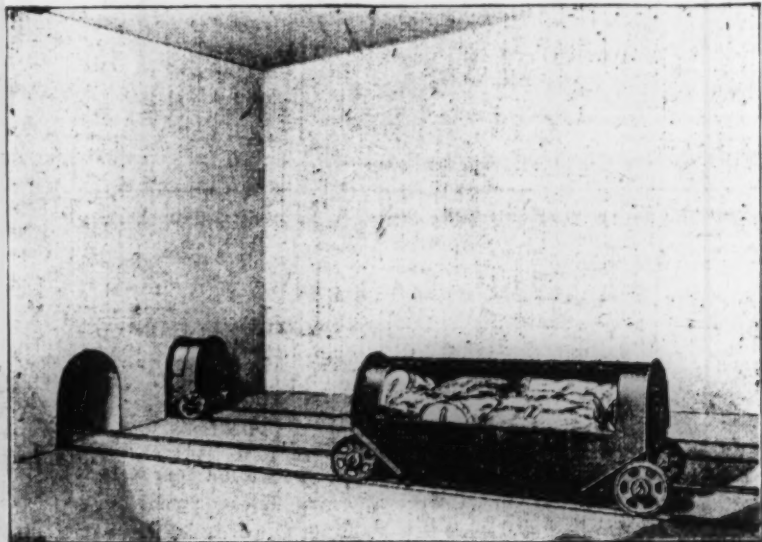
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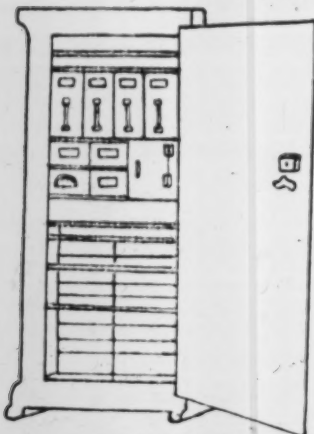
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43...	S. D.	12 in.	18 1/2 in.	52 in.	7 cu. ft.
44...	S. D.	15 in.	18 1/2 in.	52 in.	8 1/2 cu. ft.
45...	S. D.	18 in.	18 1/2 in.	52 in.	10 1/2 cu. ft.
46...	D. D.	12 in.	28 1/2 in.	40 in.	8 cu. ft.
47...	D. D.	15 in.	28 1/2 in.	40 in.	10 cu. ft.
48...	D. D.	18 in.	28 1/2 in.	40 in.	12 cu. ft.
49...	D. D.	12 in.	28 1/2 in.	52 in.	12 cu. ft.
50...	D. D.	15 in.	28 1/2 in.	52 in.	14 1/2 cu. ft.
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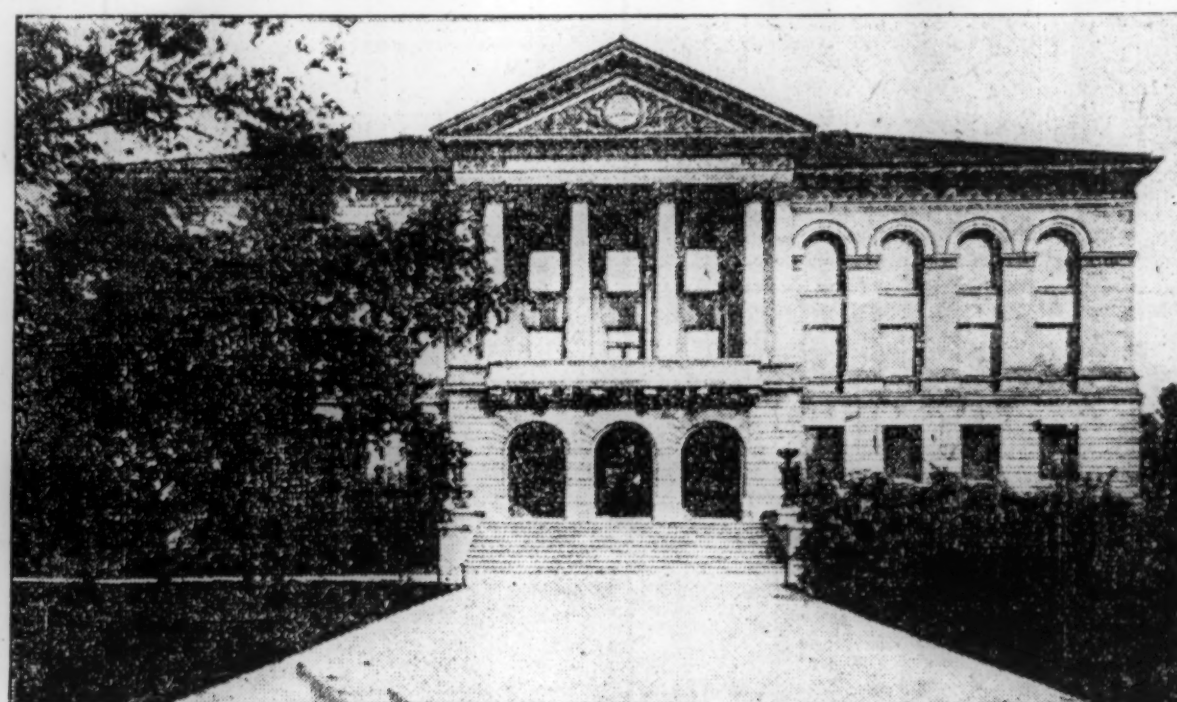
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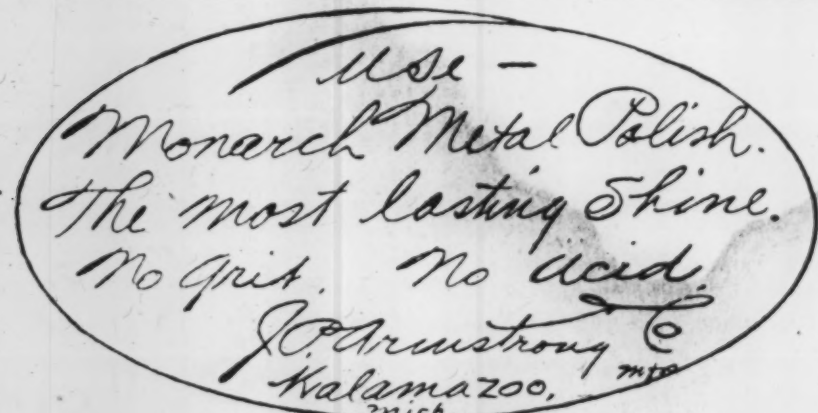
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## THE PRACTISE OF THE BROTHERHOOD OF MAN

By WILLIAM P. MCKENZIE.

MANY of the ardent exponents of the brotherhood of man are on the wrong track entirely, in this respect that they consider the question wholly from the standpoint of beneficiaries. They discuss the advantages which will come from brotherhood, and practically make appeal to self-interest.

The result of such appeals was evident in the kind of workers attracted to Sylva, the cooperative farm which Horace Greeley promoted. Of course there were many willing to practise the brotherhood of man, but the proportion of those who intended to be receptive of service rather than give it was too large. Of the women there were some who accepted the household service of those appointed to that duty, but when they in turn were assigned to duty—for it was the intention of the founders of the colony that all work should be shared—these ladies declined to engage in what they termed menial toil. Likewise among the men there were those who had a constitutional aversion to work. They were ready to take part in any diversion, and would spend days hunting and fishing, but steady and productive toil was despised by them. It is not surprising to learn that the farm colony consumed more food than the farm produced, and so the extra cost of the table for the workers had to be paid out of the capital subscribed by the original enthusiasts. At last there came a July frost which destroyed all promise of a harvest, and the members of the colony dispersed. There were too many who failed in a true intention to practise the brotherhood of man, expect-

ing rather to be participants in the good results of the practise of others. Another example of incomplete grasp of the subject is found in the assumption that the brotherhood of man is to be finally a sort of secret society, with a membership of males. History abundantly shows that women have long been the unstinted practicers of such service as will make the brotherhood of man possible. When Florence Nightingale set out with her band of nurses for service among the wounded soldiers of the Crimean war, the fishermen of Boulogne recognized with lowly love the fellowship of man, and crowded about the nurses, praying to be allowed to carry their baggage. The hotel keepers along their route offered them free entertainment. But the surgeons met them with dislike based on professional jealousy, until the refined lady who had come to serve won them over by her efficient practise of kindness and intelligent helpfulness.

A third element to be considered in any practise of the brotherhood of man is the welfare of children. The family is often limited in outlook, and yet when God is comprehended as the overbrooding Love, in which is combined fatherly tenderness and motherly comfort, the thought of family interest becomes as wide as the race. The good man considers the welfare not only of his own child but of all children. Even the childless may practise the brotherhood of man to children. In a large city of the South a request was made to the council for a juvenile court, and the provision of quarters for youthful wrongdoers so that they might not be con-

taminated by the hardened criminals whose depraved pleasure it was to debauch the innocent. The council refused on the grounds that the demand came from "a set of sentimental childless club-women." But the women were clever enough to win, and accomplish their purpose of protecting the children. The very next day five mothers whose children altogether made a group of thirty-six presented the case to the mayor, and their influence was not to be resisted. In another city where the argument was used against the establishing of a juvenile court that a large sum of money would be first required to begin its operation, a woman's club furnished the necessary amount.

In their practise of the brotherhood of man, women are now using practical measures. Once when a woman had a drunken husband she would sit at home in self pity and weep. When the man was competent to listen, he had too much of salt tears and bitter words. Now there are cases where women will learn how to cook food properly so that their men are not left craving for stimulants because ill fed. Also they have united so as to become effective in having places of temptation removed from the community. That women do not as formerly submit to wrong conditions as a necessary evil, but are taking interest in city housekeeping, in sanitary betterment and economic reform, indicates that they are moving upward into their place in that brotherhood of man which eventually will unite the nations in an emulation as to which will offer the best of life to its citizens. It will be then considered unnecessary for men trained as

soldiers to maim and mangle other men so that they may experience the mercy of women who have enlisted as nurses. Men too will be merciful, and as statesmen will be honest, not needing to cover crooked methods by war. Such war as will then be waged will be against evil, not against man, and the purpose of the warfare will be to injure no one but rather to enlarge the welfare of all.

It happens often today that through the indifference of intelligent men in a city its affairs come into control of those whose morals are crude, whose purposes are selfish. When conditions become very bad then the good men are aroused to make spasmodic warfare upon those for whom politics has become a means of living. The retaliatory warfare is bitter and disregards all the rules of even the cruel game of war; so that very soon the supposedly good men become disgusted, and the spasms of reform is over.

Brotherhood requires continuous demonstration of intelligent kindness, and one example will suffice for illustration. A citizen of Toledo became interested in its uncared-for citizens, the newsboys, and gathered a group of them for a Christmas dinner. When he had won their friendship he began to see that incipient wrong-doing was often the overflow of native energy into wrong channels. Without a friend to guide, the boys were as like to be misguided as not, and their actions then contributed to disorder. The police power was ready to punish misdemeanor, but who would teach the right demeanor? This man recognized that the boys would teach one another if shown how, and he began

as a friend to reveal to them the way of betterment. Not as a mentor or critic, notice, not as a martinet or preacher, but just plain friend. He helped the boys to organize themselves, to discover laws which all could obey, to find the way that leads to order, and correct method, and business success. That one man's friendship produced better positive results among the boys than the restraining power of a hundred policemen. Their clubs might interfere with wrong action, but his love guided and inspired right action. And even as fertile seed is sown by farmers and is carried from farm to farm, so the seed of this form of kindness is passing from city to city.

The practise of the brotherhood of man must begin at home. It cannot be external, spectacular, insincere. Reforms in which men work by cruelty or hate do not know it. Hate produces disorder. Only love brings order and harmony. When men look upon business effort as a kind of home building conducted not for merely personal ends but for the welfare of all the workers, they will naturally be ready to work for the wider welfare of the city home. When women prize the opportunity of house-keeping to bring neatness and order into expression, and to provide home comfort for both family and servant, they will be ready to give wise counsel as to municipal house-keeping so that the city may become a healthful and a happy place in which to live. To the observer of events today there comes a sense of jubilation as evidences appear to prove that in all parts of our land men and women have seen the vision of brotherhood and have interpreted it aright.

CHICAGO LECTURER  
PREDICTS WIRELESS  
USE ON AEROPLANEFrank L. Perry Confident  
That Idea Is Practical  
When Efficiency of Flying  
Machine Is Assured.

CHICAGO—Frank L. Perry, who recently delivered several lectures in Chicago regarding the use of wireless apparatus on the aeroplane, is of the opinion that when the efficiency of the aeroplane for reconnoitering purposes is absolute, the successful transmission of wireless communication from it is eventually assured.

With the first successful flight of the aeroplane he recognized at once the field it would open for new experiments with wireless telegraphy. In his lectures he advanced a plan for equipping the Wright aeroplane, of which he has constructed a model, with apparatus for sending wireless messages. While purely speculative there is little doubt that future experiments will be directly along this line.

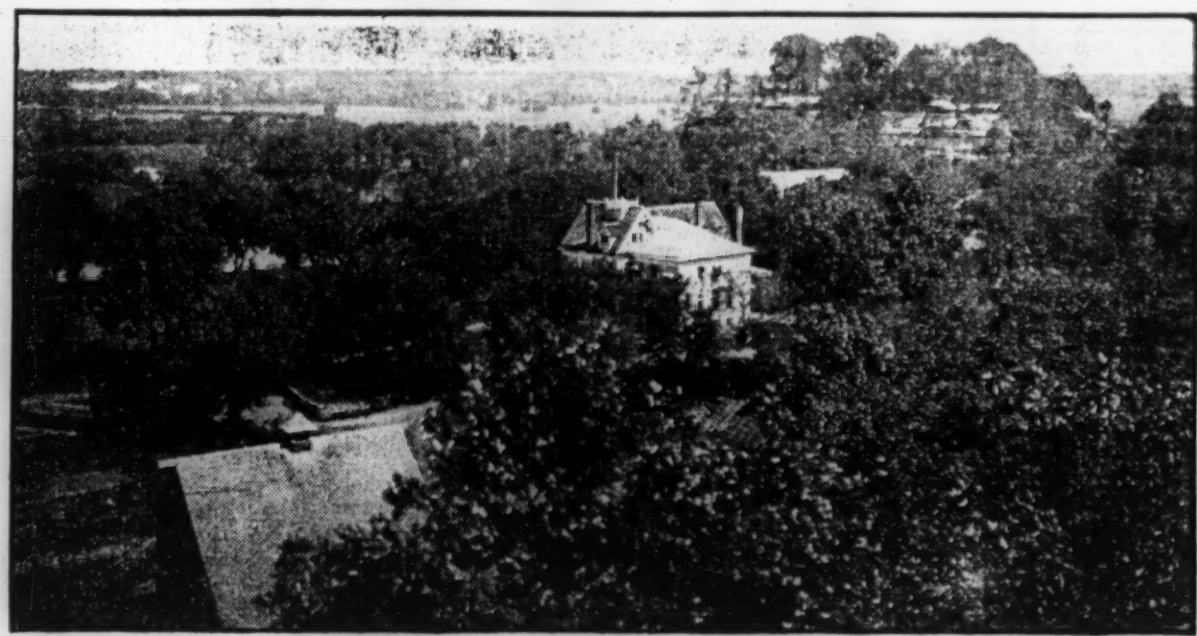
In explaining the possible equipment of an aeroplane with the wireless telegraph, or perhaps wireless telephonic apparatus, Mr. Perry says that he feels sure it should be, electrically, a simple matter. The problem hinges largely on the question of the weight of the electrical apparatus. Generally speaking, the greater the distance the electric wave has to travel the heavier the sending apparatus must be. Already messages have been received by aeromats in a balloon.

The receipt of a wireless telegram by a balloonist is not, therefore, so much of a problem; it is the sending back of a message from the balloon to the station on the ground.

Lieutenant Foulis, who has made extensive tests in regard to the service of wireless outfits for the army, disposed of the question of the additional weight an aeroplane must carry if equipped with both sending and receiving apparatus. "From our tests at Ft. Leavenworth with pack sets on mules for transportation of a wireless outfit," said Lieutenant Foulis, "we found that about 200 pounds was, roughly, about all we had to carry, exclusive of antennae and poles. Mr. Wright is absolutely confident of his ability to carry such an additional weight."

The total weight of the entire wireless outfit used in the army is 440 pounds, but since the aeroplane naturally will have no need of a mast, the hollow wooden mast weighing 185 pounds that must be run up from the ground from which to suspend antennae or, technically, the wires by which the atmospheric oscillations are communicated to the receiving apparatus—does not enter into consideration.

Glenn H. Curtiss, champion aviator, who made several successful flights in his aeroplane in Chicago recently, said at that time that he saw no reason why the transmission of wireless messages from an aeroplane should not eventually be accomplished.

Starved Rock Has Much Natural Beauty, Unusual  
Historic Interest and a Large Number of Visitors

HISTORIC STARVED ROCK NEAR OTTAWA, ILL.

On Illinois river, center of Indian legends and scene of last great battle of the Illini Indians, which it is proposed to make into a state park.

## Prospective Success of Efforts to Make This Attractive Location on Illinois River a State Park.

SPRINGFIELD, Ill.—The Geographic Society of Chicago and the State Historical Society practically have won their struggle to make "Starved Rock" a state forest reserve and park. The Legislature has made an appropriation for a commission to investigate the adaptability of the historic spot and other regions for state park purposes, and as there has never been any objec-

tion to Starved Rock there seems every likelihood that it will be made into a state park.

The owner, Ferdinand Walther of Chicago, is said to be willing to surrender the property to the state upon proper preparation being made to take care of it.

Starved Rock is the name given to a beautiful stretch of natural forest country on the south bank of the Illinois river, opposite the village of Utica and about nine miles west of Ottawa. According to the societies that have been working to have it made into a state park, it is "a place which peculiarly combines those two great advantages of a state park, historic interest and natural beauty." It is 94 miles from Chicago. More than one half the population of

Illinois can reach it for a picnic in a morning or an afternoon.

The Geographic Society says of it: "Probably no outing place in Illinois attracts more visitors each year. Some go there because of the splendid opportunity for scientific study, especially in geology and botany. Others go because Starved Rock has been the scene of Indian legends, and because in historic time it witnessed the great voyagers, Marquette and La Salle, and more recently has been the scene of the last great battle of the Illini, the Indian tribe for whom our great state and its noble river were named. But doubtless the great crowd of visitors to Starved Rock return to it from year to year because it is one of the few places in Illinois where there is wild and rugged scenery of the most entrancing beauty."

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The Michigan Central's Tube Under Detroit River Is Expected to Be Completed Early Next Year.

DETROIT, Mich.—The Detroit river tunnel, work on which started Oct. 1, 1906, will be finished early in 1910, and will when completed have cost the Michigan Central Railroad Company nearly \$10,000,000.

The tunnel's length under the river will be 2620 feet, and total length from summit of grade on the Windsor or Canadian side of the river to summit of the grade on the Detroit or Michigan side of the river at Fifteenth and Baker streets, 12,800 feet. The portal will be at Vermont avenue, north of Howard street.

The tunnel goes under the river east of Twelfth street. The distance from the top of the tunnel to the surface of

the river will be 42 feet. The great steel tubes forming the tunnel are each 23 feet 4 inches in diameter.

The system of car ferries in vogue at present, which is capable of handling 1400 cars a day, will be discontinued with the completion of the tunnel, which will be capable of handling 7000 and more cars a day. The saving in time in the transferring of freight from the States to Canada will be nearly two hours.

AFRICANS DESIRE  
"SQUEAKY" SHOES

The east-coast African, buying shoes, is less concerned with fit or style than with a quality the white man ignores. Or, at worst, wishes to, if he cannot. That is, the squeak, says the Youth's Companion.

"Do they talk proper loud?" inquires the ingenious native, first of all; and if they do not "talk" he will not buy. In the south seas it is the same as in Africa. So certain are the islanders to select squeaking shoes that many clever manufacturers now put special squeakers into goods intended for the island trade.

## COOPERATION AT HARVARD.

In the annual report of the Harvard Cooperative Society just issued, the most successful year ever experienced by the organization is recorded. Although the membership of the society increased by only 14, there being 2493 for the year, the total sales made through the society's stores increased by \$12,000. During the year sales amounting to \$316,310.46 were made.

WRITER FAVORS  
FARMERS' CLUB

Argument Is Advanced That the Rural Dweller Should Have All the Social Advantages of the City.

Some one has advocated that the farmer needs the club, writes Dow G. Condon in the Chicago Record-Herald. When the proposal was made it was received with open arms by the editorial paragraphers, the humorists and the cartoonists. But why not? Let the farmer have a club, by all means.

Foundations have already been laid in the country for farmers' clubs. Development is all that is needed to give the tillers of the soil facilities for enjoying their leisure as do the members of the city clubs.

The old grange, an association of farmers which looked after their interests years ago, still survives in many sections of the country, and indeed in many instances there has been preserved a part of the social activity which marked the society in former years. Meetings are held in the town hall or schoolhouse and agricultural affairs are talked over just as they were when the Grange was a great factor.

## "CROSSING THE RUBICON."

LONDON—The Rev. T. T. Norgate said here in a lecture that while on a recent tour in Central Italy he saw the Rubicon, the famous river crossed by Julius Caesar. It had become the merest trickle of a stream. "Crossing the Rubicon" was a phrase that had lost its significance.

MISSISSIPPI VALLEY  
STATES PLAN A TAX  
UPON RIVER GIPSIES

Houseboat Man of Middle West, However, Always Wins Contest Because of Ease of Changing Location.

Recent news despatches said that a couple of the Mississippi valley states are again agitating the question of taxing the houseboats found in their waters says the New York Sun.

Every once in a while the question is brought up in some state, but it always ends in the houseboat man winning, for when one state gets too hot for him all he has to do is to slip his cable and float away to a shore where the authorities do not bother to collect taxes from a man whose home is upon the waters.

About 1901 Kentucky imposed a license fee of \$7.50 on all houseboats, with the requirement that the name and address of the owner and the date the license expired be exposed on the boat in a conspicuous place. This measure was intended more as a police regulation than anything else, as the more lawless of the river gypsies had become bold in their depredations upon other people's property. The houseboat men fought the law on the ground that the Ohio being a navigable stream the commerce upon it cannot be hampered by state taxes. The law was very laxly enforced, however, and no cases were ever pushed to a final decision.

The houseboats are usually scows or flatboats about 20 feet long by 10 or 12 feet wide, roughly constructed of two inch planks spiked together and caulked with oakum and rags and the seams made water tight with pitch or tar. A small, low house is built upon the boat and covers about two-thirds or more of it, leaving a cockpit or else a raised platform at each end from which the crew work the sweeps or oars when they are the means of propulsion used.

The house is divided off into from one to five rooms, depending upon the size of the family and the size of the boat. While many are cheaply constructed, others are equal to a well-appointed land cottage.

The crews of these shanty boats, as they are locally called, are well named river gypsies, as they are water nomads. Today they may be found tied up at Wheeling, W. Va.; a couple of weeks later they may be at Portsmouth, O., a little later at Louisville, then at Cairo, Ill., whence they float out into and down the Mississippi, stopping on the way at New Madrid, Mo.; Memphis, Tenn.; Natchez and Vicksburg, Miss., and Baton Rouge and Bayou Sara, La., winding up finally at New Orleans. There the boat is sold and the owner and his family return to the Ohio by steamer, to repeat the trip again the next spring.

It is as a fisherman that the shanty boat man shines, and many of them not only catch enough fish to furnish subsistence for themselves but also have a surplus to barter with the shore dwellers for land provender. Black bass, German carp, buffalo, catfish, crappie or calico bass, fresh water drum, known locally as white perch, eels, hickory shad, moon-eye or toothed herring, paddlefish, or spoonbill cat, so-called from its long spoon shaped bill—its eggs are prepared and sold as caviar—pike, sauger, wall-eyed pike, rock bass, shad, lake and shoveler, snout sturgeon, suckers, sunfish, white bass and yellow perch are the principal species taken.

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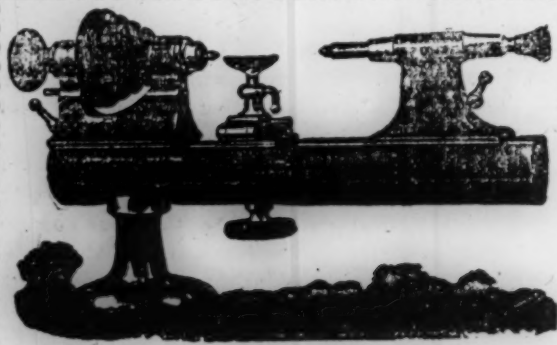
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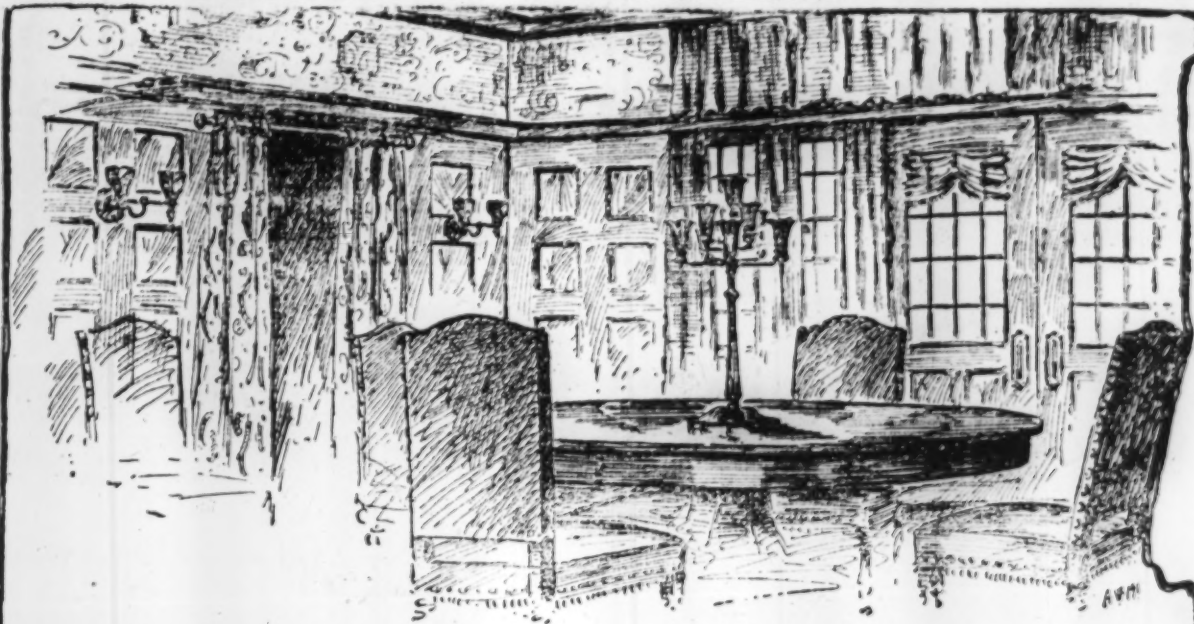
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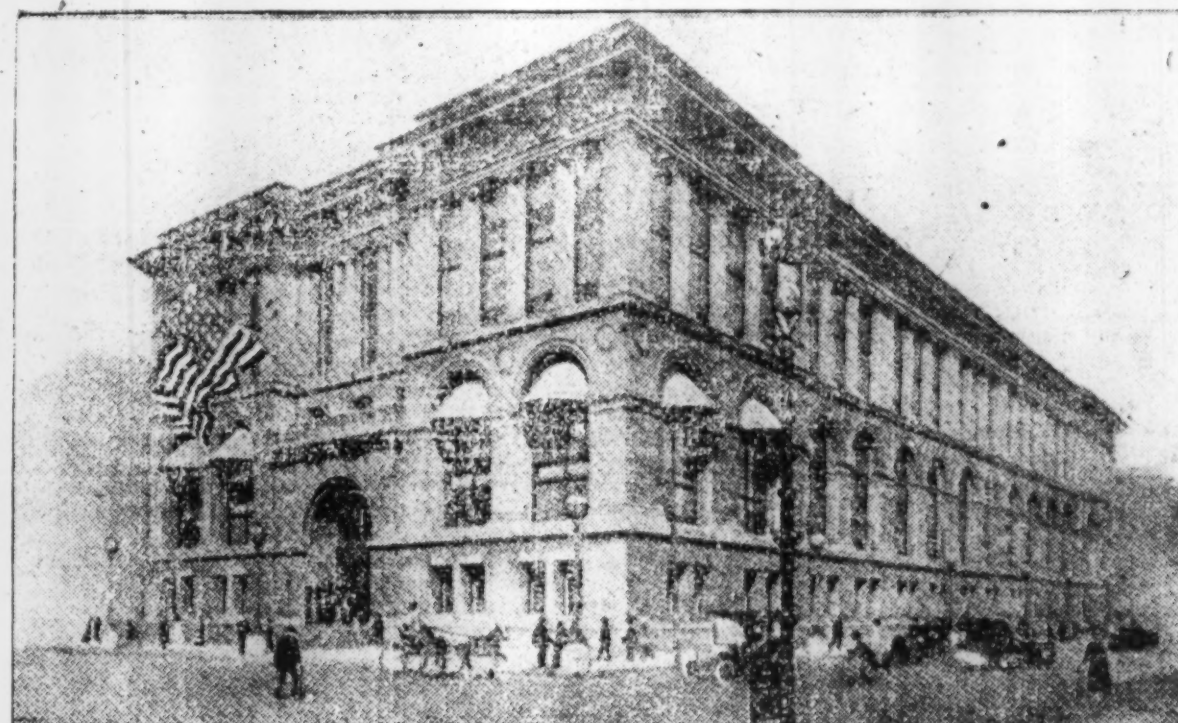


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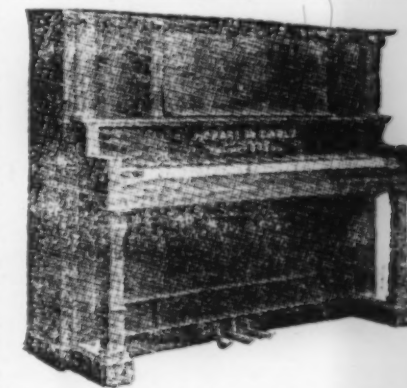
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## Chicago Man Unravels Story of "Franklin Flags"

CHICAGO—Dr. B. J. Cigrand, director of the Chicago public library board, has written an article for the Record-Herald in explanation of the "Franklin flags." Benjamin Franklin, in his autobiography, mentions that he designed flags for the military companies which he assisted in organizing in Pennsylvania in 1747, when the colonies, in response to his appeals, were preparing to resist invasion or attack, but current histories of ante-revolutionary days contain no pictures or reproductions of these designs.

Dr. Cigrand writes in part as follows: The life of Franklin is so interwoven in the development and realization of our national fabric that he stands forth as the typical human symbol of American spirit. He was identified with the varieties and complexities of the struggle for union, and his sturdy manhood and self-education make him the popular choice of Americans.

His life well exemplifies the ancient statement, "Biography is the basis of all national history," modified by Carlyle to read, "Biography is the only true history," while our own Emerson writes: "There is properly no history—only biography." The career of Franklin is the best proof of such logic; and when expressed in the form of a book, placed in the hands of the people, it is the volume of the choice collection. Mr. Eliot certainly showed his judgment was free from the usual popular hero worship, which generally makes a "new hero each year." Franklin will ever remain on the list for his universal sympathy, for his keenness of logic, an element which fits well into any nation and adapts itself to any age.

He tells us in his autobiography that besides organizing these military companies he saw to it that "they furnished themselves as soon as they could with arms, formed themselves into companies and regiments, chose their own exercises and other parts of military discipline. The women, by subscription among themselves, provided twenty silk colors (banners or flags), which they presented to the companies, painted with different devices and mottoes, which I supplied."

This plain statement that he designed these banners certainly is of great concern to all Americans who are deeply interested in the fundamentals of all our early history; and I was induced to search after these flags. Strange as it may seem, I could find neither the material flags nor their pictures, and yet Dr. Franklin, Watson and Halley and others comment relative to their existence, and an earnest effort to locate them or their pictorial reproduction resulted in many failures.

Encouraged, however, by the hope that their author, who was ever a painstaking recorder of not alone his acts but even his thoughts, might have somewhere and somehow described these earliest colonial colors, I diligently applied my search in the realms of Franklin's private letters and memoranda relating to his life at this period. The lines which especially evoked confidence were from the writings of Halley, and indicated that these Franklin flags had really existed—they had not only been planned and devised by the sage, but they were actually produced in silk by the women of Philadelphia.

Aside from Franklin, Watson and Halley, I found reference to these flags among scattered scraps of colonial correspondence, but in no instance a reproduction of their appearances.

Faith in the thought that their portraits might be in word form and that their reproduction from even meager description would evolve important historical data, I set out to study the life of Franklin covering the years 1747-1748 in minutest detail.

Quite contrary to the popular impres-

Dr. B. J. Cigrand, Director of Public Library, Writes History of Pennsylvania Colors and Mottoes Designed by the Great Revolutionary Patriot.

sion, I found that the autobiography of Franklin was published first in French, the translations being founded on his manuscript in English. Franklin sent the material to his friend, M. Le Veillard of Paris, and in 1792 the autobiography of Franklin appeared in French. Quickly following this publication came the first English edition, translated from the French version, and not, as is generally thought, from the original and personal English manuscript.

It must be conceded that the French translation as well as its English transfer is most strikingly in keeping and spirited accord with Franklin's original manuscript. This English work produced from a French translation is what is even at this day pronounced the autobiography of Franklin. The second French edition, peculiarly enough, is not based on the first French translation, but is founded in the English work, hence bringing the life back into the French language by way of direct translation from the English—evidently the strangest combination and oddest circumstance in modern biography.

In this chain of translations I observed occasional footnotes, stating that certain matter being thought unimportant was omitted, and in other editions the remarks that new matter was added which had since been deemed important. In view of these variations, together with the fact that the British ministry arranged to suppress much of Franklin's correspondence, letters and writings, all tended to the conclusion that a diligent search might bring the treasure to the surface.

Knowledge of Franklin's career led to the deduction that his patient manner of recording his opinions, acts and anticipations would certainly have left some traces of these symbolic devices.

Correspondence with the consular department at Paris and communications to institutions and persons interested in Franklin's writings finally brought the good tidings that the Franklin flags were described by him and that the French translation existed which had not been incorporated in the published French version. Through the good office of our state-department service a duplicate of this Franklin description was obtained and I am indebted to F. L. Nelson, Sunday editor of The Record-Herald, for having given the English version.

Before proceeding with the analysis and definition of these designs and mottoes it is well to note a few phases of Franklin's inclinations as it throws a bright ray of light on the question: Why did Franklin design these banners or how came he to be chosen as the designer of these heralbic devices? The answer is easily found in the fact that Franklin from a mere lad was intensely interested in genealogical research, and was a constant and diligent student of the symbolic languages, as his writings and pen pictures too clearly attest.

Further evidence of his concern in the heralbic is shown in the Pennsylvania Gazette of 1751, where we find the following advertisement concerning his personal seal:

LOST—ABOUT FIVE WEEKS SINCE, A silver seal, with a crest of arms engraved containing two lions' heads, two doves and a dolphin; whoever brings it to the post-office shall have 5 shillings reward.

He was evidently chosen not only to select the colonial flags, but was asked to design them as well; for, quite unlike the modern editorial writer, he was familiar with the mechanical and dexterous side of the publishers' requirements. He was handy with the pen as an editor and equally adept in using it to draft a picture. In proof of his abilities as a designer of heralbic devices and other

pictures the following from Caldwell illustrate:

"It is little known or set down to the commendation of Franklin that when he was young in business and stood in need of sundry articles in the line of his profession as a printer he had the ingenuity to make them for himself. In this way he founded letters of lead, engraved various printing ornaments, cut wood-cuts, engraved copper plate vignettes and made his plate press."

In Harper's Magazine, volume LI, page 190, appears a reproduction of an heralbic historical picture, made with pen and ink by the dexterous Franklin. His knowledge of emblematic language, as well as his art, would make our present artist doubt the genuineness, but fortunately the picture contains Franklin's description and his acknowledgment as its author.

The Philadelphians were evidently acquainted with Franklin's heralbic skill and artistic abilities and chose him to design the colonial banners.

Students of history will be interested in the French description of the flags, which reads as follows:

1. Lion debout, enherbe au dans une griffe, l'autre tenant l'écusson de Pennsylvanie. Devise, PATRIA.

2. Trois bras, couverts de diverses étoffes, froncez, lisses, rayez, les mains se joignant par une étendue commune des poignets, figurant ainsi l'union de toutes les classes. Devise, VITA VIRTUS VALET.

3. Un aigle, emblème de la victoire, descendant du ciel, Devise, A DEO VICTORIA.

4. La figure de la Liberté, assise sur un cube tenant une lance, avec, sur sa poitrine, le bonnet de la liberté. Devise, INDESTRUCTIBILIS.

5. Homme armé avec un glaive au dans la main. Devise, Deus Adjurat Fortes.

6. Un éléphant, emblème du guerrier toujours sûr ses armes, cette bête passant pour ne jamais s'allonger sur terre, ayant toujours ses armes prêtes pour la défense. Devise, Semper Paratus.

7. Une ville entourée de remparts. Devise, Salutis Patrie summa Lex.

8. Un soldat avec sa pièce d'artillerie recouverte. Devise, sic faciemus quatuor.

9. Une couronne avec panache. Devise, In God We Trust.

10. Un soldat à cheval. Devise, Pro Aris et Focis.

11. Trois membres d'une association, marchant, moussant sur l'opéra, revêtus de costumes variés, signifiant l'union de différentes peuples dans l'association. Devise, Via Vita Fortior.

12. Un moussquet et une épée se croisant. Devise, Pro Regis et Grege.

13. Représentation d'une gloire, au centre de laquelle est écrit, Jehovah Nissi, en anglais, The Lord Our Banner.

14. Un chapeau à la porte d'un soldat de sentinelle. Devise, Caveado Tutus.

15. David s'avancant vers Goliath et lançant la pierre de sa fronde. Devise, In Nomine Domini.

16. Un lion, rampant, l'une des griffes tenant droit un cimier, l'autre un bonnet d'âne de bête. Devise, Domine, Protege Alimentum.

17. Un lion dormant. Devise, Rouse me, si tu vis. Devise, non, si tu fosses.

18. L'Espérance représentée par une femme debout, vêtue du bleu, tenant une de ses mains une ancre. Devise, Spes Per Deum Vincere.

19. Le duc de Cumberland, en général. Devise, Pro Deo et Georgio Regis Victoria.

20. La plupart des étendards et-dessus, ainsi, que les devises, signifiant l'union de toutes les classes. Devise, UNITA VIRTUS VALET.

21. Un aigle, emblème de la victoire descendant du ciel. Devise, A DEO VICTORIA.

22. Lion erect, a barel scutillon in one paw, the other holding the escutcheon of Pennsylvania. Motto, PATRIA.

While the impression is likely that the lion is representative of England, such is not the case. The arms are those of the Penn family, and the lion refers to the same people, as the crest of William Penn was a demi-lion.

Three arms, dressed in various stuffs or cloth, gathered, smooth and striped, the hands grasping at the wrist, signifying the union of all classes. Motto, UNITA VIRTUS VALET.

An eagle, emblematic of victory descending from the sky. Motto, A DEO VICTORIA.

The figure of Liberty seated upon a cube, holding a lance upon the point, the bonnet of liberty. Motto, INES.

A man in armor with naked sword in hand. Motto, DEUS ADJURAT FOR.

An elephant, emblematic of the warrior always on the alert. This beast is said never to stretch off upon the earth, being always on his legs, and ready for defense. Motto, SEMPER PARATUS.

A city surrounded by ramparts. Motto, SALUS PATRIE SUMMA LEX.

A soldier with his piece covered. Motto, sic faciemus quatuor.

A crown with plumes or tufts. Motto, IN GOD WE TRUST.

A man with sword bentward. Motto, PRO ARIS ET FOCIS.

Three members of an association marching with muskets on shoulders, dressed in various costumes, signifying the unanimity of the different people in the association. Motto, VIA VITA FORTIOR.

A musket and sword crossed. Motto, PRO REGIS ET GREGE.

Representation of a glory, in the center of which is inscribed Jehovah Nissi. The Lord Our Banner.

Feudal home, at door of which a soldier stands sentinel. Motto, CAVEADO TUTUS.

David advancing toward Goliath and hurling the stone from his sling. Motto, IN NOMINE DOMINI.

A lion, rampant, holding in his right paw a scutcheon; in the other a chief of wheat. Motto, DOMINE, PROTEGE ALIMENTUM.

A sleeping lion. Motto, ROUSE ME, si tu vis.

Hope represented by standing woman, clothed in blue, holding one of her hands upon an anker. Motto, SPES PER DEUM VINCERE.

The Duke of Cumberland as a general. Motto, PRO DEO ET GEORGIO REGIS VICTORIA.

A soldier on horseback. Motto, PRO LIBERTATE PATRIAE.

Since it was Dr. Franklin who instigated this entire movement of the "associators" or colonial regiments for home protection, and since he accomplished his end in raising these thousands of troops through his published circular called "Plain Truth," it will be very interesting to learn that upon the flyleaf on the back of one of these pamphlets there appears in the handwriting of the quill style of colonial times, bearing the peculiar spelling as well as the characteristic arrangement of sentences, a brief description of the organization of the "associators," together with the description of the first device of Franklin.

While it does not define or detail this flag in the exact language of Franklin, yet it truly gives a word picture of the same design, and lends further testimony that such a flag was borne by the troops of those exciting times. The pamphlet upon which this appears is yellow with age, and Francis O. Allen, who imparts this information, writes that it is in the possession of Judge S. W. Pennypacker, who claims it to be an original copy of Franklin's "Plain Truth."

Further corroboration exists in volume I of John F. Watson's "Annals of Philadelphia," where the following occurs: "The regiments of association in the winter of 1748 had the colors given them by the ladies, who procured their material by their subscription. Some of their mottoes or devices were striking. Dr. Franklin said: I named such as these: 'A Deo Victoria, Deus Adjurat Fortes, In God We Trust, Pro Aris et Focis,' etc."

The drums were also given by them."

In Franklin's newspaper, the Pennsylvania Gazette, of Dec. 12, 1747, mention is also made that "a great body of associators met and marched to the courthouse, with drums beating and colors flying, both being the gifts of the women."

I have been unable to locate any of these original flags, though the Pennsylvania Historical Society has kindly furnished a picture which evidently was evolved from some stray description. In Ford's career of Franklin this same design appears, but the author fails to make any comment of any kind in the reading text. It would indeed be remarkable if further search revealed the existence of any one of these Franklin banners. Still more strange, however, is the fact that these flags have, together with their pictures, dropped from view.

That the historians have thus far overlooked the matter, or possibly never observed the situation, seems peculiar. The writers on the evolution of the American flag have neglected to call any at-

tention to it. Preble, in his elaborate work on the colonial and national flags, does not find space for the Franklin design, though his book covers 900 pages and is embellished with hundreds of pictures.

Similar works on the development of our national standard do not refer to the Franklin flag, and among the writers of extensive volumes treating on the American flag are Hamilton, Harrison, Weaver, Campbell, Sacramento and Tal-

low. The writers of colonial history, who eagerly delved into the minutiae of all that pertains to the growth and progress of the colonies, certainly must have chanced to see the statement that Franklin designed 20 flags during the uprising of the French and Spanish colonies against the English colonies, yet in the extensive works of Lossing, Bancroft, Bryant, Wilson, Hart and Ellis, I fail to find the description, pictures or mention of these banners.

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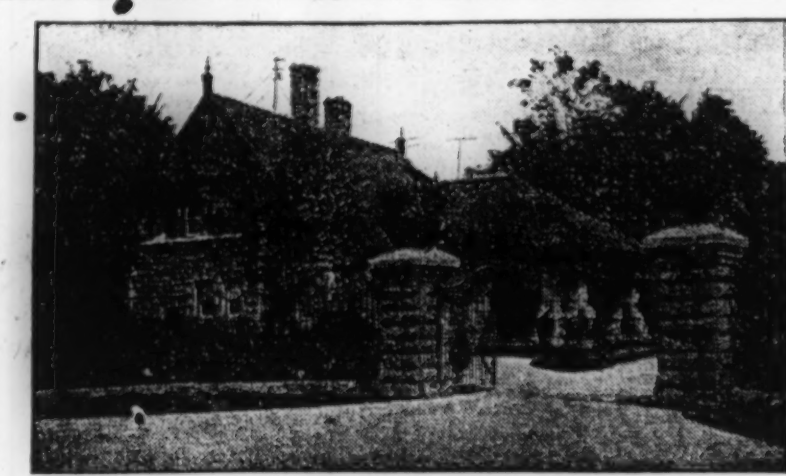
CLEVELAND, O.—perhaps in no other American city does the whole life of the people center so closely about its Chamber of Commerce as in Cleveland. It has been said of the Cleveland Chamber of Commerce that it is "primarily a chamber of citizenship." Its members do not meet simply to discuss ordinary business affairs, but their chief interest seems to be in the affairs of the city—its health, its schools, its parks, the methods of lighting and of transportation, its tenements and its public baths.

It was the Chamber of Commerce that called together the county commissioners, the City Council, and the Library Boards to discuss the matter of the grouping of the public buildings of the city according to a uniform architectural plan. Architects were employed to make designs, and the chamber succeeded in getting the state Legislature

to pass an act which compelled uniform action by these bodies. Public sentiment had also been created in favor of the large expenditures involved. Euclid avenue has long been the admiration of visitors, but that Cleveland is in a large sense to be the City Beautiful, is due to the Chamber of Commerce.

After all, the best work of the Chamber of Commerce is what it has done for the poor, and for the factory workers. It has provided a model building code to help solve the tenement house problem. It has formulated and secured the adoption of plans for improving factory conditions. Not only has there been great improvement in the lighting and cleaning of the factories, but rest and recreation rooms have been established where music is provided at the noon hours. Branch libraries have been brought into the mills, and noon lunches furnished at a small cost.

Mention must also be made of the plan



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Herewith is given an illustration of the entrance to Forest Hill, Mr. John D. Rockefeller's summer home in Cleveland. The house is not seen from the gate. The grounds comprise several acres of forest, hill and dale. There is a pond and a boathouse. There is a golf links, and several bridges cross a small stream winding its way through the grounds.

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# FIRST IN THE FIELD

*The 88-Note Melville Clark Apollo Player Piano Has Revolutionized the Player Industry of the World. Nothing Ever Made in the Player Line Can Equal the Apollo*

THE Melville Clark Piano Company are the originators of the 88-Note Player Piano and the pioneers in that line of industry. For eight years the Apollo enjoyed a monopoly in this field and thousands of these instruments were sold before any other 88-note player was put on the market. No 88-note player piano is original unless the name Melville Clark

## APOLLO-PIANO

appears on the fallboard. All other manufacturers of 88-note player pianos must follow. They cannot lead

There is NO OTHER PLAYER PIANO IN THE WORLD whose pneumatic finger touch or strike the piano key as they are struck by the great pianists. The logic of the situation is this: The human touch in the Apollo player piano secures the same delicately graduated expression that is obtained by the human touch in manual playing. The human mind is the guiding power back of the player piano operator as well as of the pianist. If that intelligence is rightly used, the same sensuous expression is the result in one case as in the other.

*The Human Touch That Secures the Distinctively Human Expression Is the Most Prominent Feature in the Melville Clark Apollo Piano*



Other important features are THE ADJUSTING AND TRANSPOSING DEVICE, that changes the music to any key; THE 88-NOTE RANGE, that covers the entire piano keyboard, and THE SELF-ACTING MOTOR that prevents the martistic effects sure to follow any sudden change in the tempo.

*These Superior Phases in Apollo Player Piano Construction Give the Apollo a Specific Value and Make It the Most Desirable Player in the World for the Musical Home*

SEND FOR ILLUSTRATED CATALOGUE

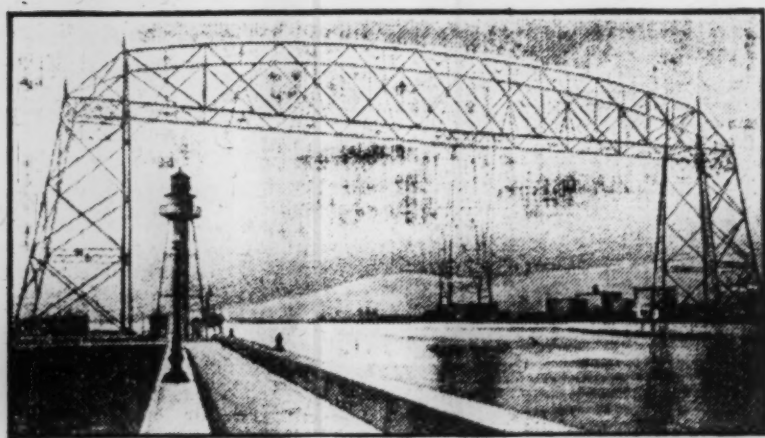
## MELVILLE CLARK PIANO COMPANY

STEINWAY BUILDING, CHICAGO

*The Melville Clark Piano in Which the Player Action Is Placed Is a Model of the Highest Piano Artistry*

### DULUTH AERIAL FERRY ONLY ONE OF KIND IN COUNTRY

Passenger Car Is Attached by Hangers to Bridge One Hundred and Thirty-Five Feet High, Which Has a Span of Nearly Four Hundred Feet.



AERIAL FERRY AT DULUTH, MINN.

Built at a cost of \$100,000. The car moves across on hangers underneath the iron framework at a height of eight or ten feet above the water.

DULUTH, Minn.—The only bridge of its kind in this country is the aerial ferry which extends across an artificial canal separating Minnesota point from the city of Duluth.

In order to provide a short cut to her harbor, Duluth dug a canal across the point, thereby turning its extremity into an island, much to the chagrin of sundry residents thereon. To help them the city for a while carried them to and fro in rowboats, then by a steam ferry as their numbers increased.

The steamboat was slow and expensive and everybody soon wanted something better. Then Duluth built an aerial ferry bridge 135 feet high from water line, so as not to interfere with the tallest masts, and from the bridge

suspended a car 50 feet long by 34 feet wide, in which passengers travel across the canal rapidly and in comfort. The span is 393 feet 9 inches.

The floor of the car is 6 feet above the ground and only a little more than that above the water. The car itself is fastened to metal rods or hangers, which in turn are attached to wheels that roll on a track on the overhead bridge.

The car is moved by electricity and makes the passage across the canal in a little more than one minute. It will carry at one time 125,000 pounds, which is said to be equal to a fully loaded double truck street car, two loaded wagons with their teams, and 350 passengers. It makes frequent trips during the day and evening.

### SUNFLOWER SEED VALUES IN RUSSIA

Two kinds of sunflower seed are raised in Russia, says a consular report. One is used as a food product and is not crushed. The variety raised for crushing comprises only about 25 per cent of the entire sunflower seed crop.

The amount crushed in 1908 was 576,000 tons, and that for 1909 is estimated at only about 288,000 tons. A recent price for new crop seed was \$38.62 per short ton delivered at the mills, compared with \$33.75 per short ton last fall. The seed gives 25 per cent oil, 45 per cent

cake and 30 per cent hull and waste. About 90 per cent of the cake produced is exported.

#### FIRST AMERICAN BOTANIST.

PHILADELPHIA—The first botanical garden in America was established near Philadelphia about 1730 by John Bartram, a Quaker, who was also the first native American botanist. It is still flourishing and is now a Philadelphia park.

#### FARMING TAUGHT IN SCHOOLS.

HARTFORD, Conn.—In some of the public schools of Connecticut a course of agriculture has been introduced in the higher grades.

### NEW BRITISH STEAM COLLIER DISCHARGES COAL BY MACHINERY

Epoch in Progress of Labor-Saving Devices Is Said to Be Marked by This Improved Vessel.

#### LABOR COST IS LESS

LONDON—The new steam collier Pallion, just completed by Messrs William Duxford & Sons of Sunderland may be said to mark an epoch in the evolutionary process of labor-saving devices.

Practically, the vessel discharges herself, for the actual labor employed in turning out her cargo will be but a slight fraction of that required under old conditions. The system adopted is not absolutely new in itself, for it has been in use in collieries for a good while past, but as applied to ship work it is entirely novel.

The cost of discharging an ordinary boat of the same size as the Pallion, say, at Hamburg, would be £500. The number of men required would be 110, and, under favorable conditions, they would put the work through in about 11 hours. In the case of the Pallion the total cost will not exceed \$60, the time occupied will be from six to eight hours, and the greater part of the work will be done by a couple of men, four or five more being required for the finishing touches.

The system employed, patented both in the United Kingdom and abroad, is one of twin-belt conveyors traveling fore and aft. On these belts the cargo is carried and, there delivered onto return belts in the poop. These return belts pass it on to delivery belts carried in swivelling booms capable of being raised and lowered, and of radiating transversely. Thus, without and handling, and without the necessity for the log shoots which are required where the old style is in use, the coal is sent direct into trucks on the quay or into barges alongside.

The steamer herself, built to the order of the Dunrobin Shipping Company, Ltd., of Newcastle, has been classed with the British Corporation Registry. She carries 3100 tons on 17 feet, 10 inches draught, and has tri-compound engines of 1200 h. p., her dimensions being: Length, 270 feet, breadth, 44½ feet, and depth, moulded, 23½ feet.

### Department Store on Wheels

SOUTH CHICAGO has a department store somewhat different from those of the rest of the city, but it is a store, and Monday, bargain day, is announced by the ringing of a large bell which tells all the women within blocks that the store is open for business, says the Chicago Tribune. At the corner of Eighty-seventh street and Exchange avenue, between 9 and 10 o'clock each Monday morning this sight may be seen. It is not a common store—it caters to the foreign element of Russians, Poles and Germans.

The store is a moving institution—on a wagon. This is 15 to 18 feet in length, high enough for a man to stand in. One side has a door through which the owner and proprietor enters, the other side opens from the middle of the wagon to the top, so that all the contents, arranged on shelves, racks and counters, can be easily seen.

Harry Stern, a native of Kovna, Russia, is the owner of this unique store. He carries dry goods, men's furnishings, school supplies, such as note books and pencils, shoe supplies, including some shoes, notions, in which are included matches, soap, stove polish, and candles, small leather goods, ribbons, silver, such as spoons, knives and forks. Many other things are carried, but no household goods of the larger type. The way in which the great quantity of things are packed and still are placed to advantage and catch the eye of the chance passerby or of the purchaser is interesting.

The proprietor is extremely proud of his "store" and contends that his business "is better than that of the big stores in the loop, for I sell for cash, nickels and dimes, and nobody gets any 'time' from me, it don't pay."

### FARM EDUCATION HELPS BAVARIANS

Kingdom Maintains Schools at Which Peasants May Learn the Latest Methods of Agriculture.

"In order to promote agricultural interest the kingdom of Bavaria has established agricultural schools in almost every town," said Franz J. Hofauer of Munich, Germany, as reported by the Washington Herald.

"These schools are in charge of teachers who in addition to an academic education must be versed in botany, geology, chemistry, physics, zoology and natural history. At a time when nothing is doing in the fields, from November to March, these schools are open, and the peasants for a nominal fee can attend courses on cultivation and fertilization of the soil, the proper rotation of crops on the same land, the best sources for good seeds, irrigation and the raising of stock. They are made acquainted with improvements and new inventions in agricultural implements, the adoption of which can be recommended. They are taught the rudiments of bookkeeping and other commercial knowledge essential for the up-to-date farmer."

"In the spring after these farmers have returned to their work the fields it becomes the duty of the teachers who instructed them during the winter to travel from county to county and to act as advisers to the farmers. Much good results from the travels of these teachers."

### AMERICAN CITIES AS ADVERTISERS

Publicity Bureaus Operated by Commercial Clubs and Civic Workers Used to Boom Municipalities.

Spokane maintains a publicity bureau that supplies the newspapers throughout the country with interesting items, thus keeping the name of the city constantly in the public mind, says the Springfield (Mass.) Union.

Colorado Springs and San Antonio also have publicity bureaus that work along similar lines. Denver relies for its advertising almost entirely on the bringing of conventions to the city. So does Seattle, the idea being that strangers will carry back with them favorable impressions and some of them will either return as permanent residents or influence friends who may contemplate a change of residence.

Houston has set itself to the task of adding many thousands to its population through the medium of a club and advertisements in various newspapers and magazines.

From Buffalo comes the news that the business men of that city purpose to spend \$500,000 in the next five years to put before the people of the United States the advantages of the Lake City.

It is also proposed to create a publicity and industrial bureau, which shall have charge of spending \$100,000 a year and shall also interest itself in bringing conventions to Buffalo.

many words are true, here a few for you  
**Tom MURRAY**

Jackson, Cor. Clark  
Chicago, Ills.

POSTOFFICE IS ACROSS STREET FROM ME.  
I WAS HERE FIRST.

Readers of THE MONITOR who do not live in Chicago or anywhere near Chicago will wonder why I have taken this space in The Monitor. My reason for advertising in this paper is because I believe most of the subscribers tell the truth; if they are true supporters of this paper "their words are true." What you read in The Monitor I believe you believe. I am going to be very careful what I say in this ad, so that there will not be any possibility of any one saying that I have not been truthful. I am a clothing merchant 12 years of age (in the business). My capital when I opened business was \$55.00, and, if you please, a reputation for honesty. My credit was good. Today my business amounts in sales to over one half a million a year. At the rate it is growing it will be a million a year in 3 or 4 years. This success has been mainly because the people have found that I tell the truth in my ads. I sell clothing at 10.00, 15.00 and 20.00. I don't sell clothing on account of any manufacturer's "label." I don't need their "label" to help me to sell clothing, because I can buy just as good clothing of manufacturers who do not advertise their label. The fact that I am selling the clothing is enough guarantee that the clothing must be right, and when not right I will make it right. "You," the buyer of ready made clothing, don't care who makes the clothing—what you want is the best clothing you can buy for your money. I believe this is the store for you to trade in. The only way for you to believe it and to believe what I have written in this ad is to come to my store and find out.

I am the easiest man in Chicago to find. The first time you want a suit, an overcoat, and you want to buy a ready made garment, and you think of paying 25.00 or 30.00 for it, just think of me and of 10.00, 15.00 and 20.00. I think that I may be able to save you a little money.

I expect to be the next Mayor of Chicago. I am going to be elected partly on account of my reputation for honesty, for truthfulness. I am not a fool, I am not going to do anything to lose my capital, which is my reputation.

Now, you Monitor readers who live here in Chicago, while I think most of you know of me, but you don't know me, the only way to know a man is by his deeds. You come to me with your money for clothes and see what I will do to you. I honestly believe this ad, will pay because I believe every man and woman that reads it will stop and think and say to themselves, "I guess that man Murray must be pretty nearly right, some day I am going to see him." That is just what I want, is to "meet you face to face."



## OLD TREASURY VAN HAULS BILLIONS ON CAPITAL'S STREETS

Washington Visitors See  
Nothing Unusual in Visits  
of Covered Wagon to the  
Treasury Department.

### A ROMANCE OF CASH

WASHINGTON—Visitors to Washington who have their eyes open may see, once or twice a day, a big closed wagon drawn by three sturdy white horses drive up Fifteenth street and back up against the curb at one of the entrances to the treasury department. This van has drawn billions in cash through the streets of Washington.

There is nothing especially to distinguish this wagon from lots of others, except that there are usually two men on the front seat beside the driver and two other men standing on the back step. But when the visitor notices the number of packages that are taken off the wagon, this extra complement of attendants seems to occasion comment or surprise. It seems to be quite natural, and the comings and goings of the wagon attract little attention.

Yet there is a romance about that van which reaches out to every man, woman and child in the country who has spent a dollar bill or any other amount in currency, for that matter, in the last 26 years. Every piece of paper money that has been issued in the United States during that time has first ridden in that wagon, and the total equals all the money there is in the world today.

A recent calculation produced some rather remarkable comparisons. For instance, the report says:

"It would take a string of hay wagons 20 miles long to hold the money that has passed through that old van. If the packages were piled one on top of the other they would make a monument 15 miles high. If the bills were placed end to end the string would be 250,000 miles long, or equal to ten times the distance around the world. They would carpet a road 50 feet wide from New York to San Francisco. Their weight in coal would supply the average family with fuel for 250 years. Had an expert begun counting this money in the days of Columbus he would have been half through when President Taft was inaugurated."

So it is rather an interesting old wagon after all. Its trips are not long, although they are so important. It brings the currency from the bureau of engraving and printing, where it is printed, to the treasury department, scarcely half a mile away. The money is packed in bundles, each weighing 12½ pounds, and each containing 1000 sheets with four bills to the sheet. The value of each package depends, of course, upon the denomination or "size" of the bills it contains. One package which was composed altogether of \$10,000 bills and was worth \$40,000,000 was once hauled. That was an exceptional bundle, but even when the bills are of the lowest denomination, \$1, the packages are worth \$4000 each.

It is because of the value of its loads that the old wagon is accompanied by four men, two in front and two behind, besides the driver.

### POND THAT IS STEAM HEATED.

SAN FRANCISCO—Pipes have been placed so that steam can be injected all winter through them into the Northern California Lumber Company's mill pond at Blitt, near the Oregon line. Fully 200 men, who otherwise would be out of employment, will now be kept at work in the sawmill and logging camps.

FOUNDED 1866



**COLBY'S**

**FURNITURE**

JOHN A. COLBY & SONS

148 to 154 Wabash Ave.

CHICAGO

## E. E. LLOYD PAPER CO.

## Bonds, Ledgers, Writings

416-418 Commercial National Bank Building

CHICAGO

## Every Busy Man Should Have a Hobby or Two, Say Chicagoans Who Couldn't Get Along Without One

CHICAGO—If the man of the dominant decade is so unfortunate as to have no "hobby," by all means let him beg, borrow, or hire one.

"Better still, two—one indoor and one outdoor one."

"Don't plan to retire from business unless you have a hobby to retire on as well as a competency," is the advice of Prof. Casey A. Wood of Northwestern University in the Chicago Tribune.

Business men, as a rule, are not addicted to "hobbies," but frequently a man takes up the study of butterflies, beetles, or perhaps colts or bull terriers, merely as a playful pastime, scarcely ever pursuing anything until it has become a constant passion or "hobby."

The exception to the rule, however, is Edward R. Bacon, grain merchant and board of trade man. He has been a connoisseur and collector of rare violins for 25 years. Among his collection he has an Amati which bears the original label, dated 1696. This is considered an exceedingly fine violin in tone and workmanship, its value being \$3000.

Another instrument in his collection, a fine specimen, is a Johannes Baptista Mediolani, made in 1750. His favorite violin is a Santus Seraphin, which is considered one of the finest in existence. It was made in Venice in 1735.

He has owned at one time or another some of the rarest violins in Chicago, and has played almost every kind himself, from a Stradivarius (which are exceedingly scarce) to a Mittenwald.

To have a "hobby" for violins means to have experience and knowledge in high class instruments. Violins, like fine horses, need an expert.

Some years ago Mr. Bacon did turn his attention to fine horses, but he has given this up and now confines himself wholly to his beloved violins.

Henry W. Thurston, the new superintendent of the Illinois Home and Aid Society, confessed he had two "hobbies" besides his love for children, charities, and finding home for the friendless.

He was born in Barre, Vt., and surrounding this portion of the country are mountains. On the west they formed what is known in that community as "The Camel's Hump."

"We planted our gardens by the position of the sun on this hump," said Mr. Thurston. "When it was about the middle we knew it was time to plant radishes. As a boy I grew to love gardening—it became my hobby—my summer diversion—so I still cultivate my garden, where I grow to my heart's content potatoes, peas, beans and radishes."

"I have a winter hobby as well," he continued, "for there are lots of days in the year when a man can't hoe the garden, so I study arts and crafts furniture. It is fascinating to fashion a piece of furniture; then it lasts a long time, as did the furniture of our grandfathers."

To have two hobbies seems philosophical—it keeps up a lively interest in life.

Col. James Hamilton Lewis leaned back in his arm chair and smiled when asked if he had a "hobby."

"Oh, to be sure. Every busy man should find time for a hobby," he confessed. "Mine has been for years singing, of which I confess I am passionately fond." One end of his desk was piled high with sheet music. "When my day's task is finished I forget things in my pursuit of music. Then, too, I cultivate singing because it trains my voice for speaking."

"What style of music do you prefer?" Col. Lewis was asked.

"Well, I like Mendelssohn's music because of its elusive mystery; it reminds me of Tennyson's poems in that respect. But I am exceedingly fond of songs from the operas—the songs from 'Carmen' are my favorites."

"While in China I was much interested in the study of their music, which is in fine notes, instead of light. I found it to be an exact reproduction of the ancient Greek music."

"Don't quote me as being a musician, because musicians will only say: 'Oh, he's a lawyer'—and vice-versa."

Lloyd W. Bowers, another of Chicago's lawyers, who is now solicitor general in Washington, kept Colonel Lewis company by riding, also, the musical "hobby horse."

He was passionately fond of music—and began the study of music with great deliberation. He took up piano playing after he was 40 and stuck to it with great persistence.

Mr. Bowers had still another eccentric "hobby"—higher mathematics. When he was a resident of Chicago almost any summer afternoon he could be seen tramping north from Richie place to Lincoln park, where he would seek a

Fifth avenue for 15 years, and now, though the family is abroad, he goes regularly every eight days and keeps the timepieces going.

He has several families who have as many as a dozen clocks in the house, and every one is attended to personally by him. On his list there are several year clocks, which are wound on the anniversary of the owners' wedding, and he has to keep track of these pieces very carefully. For 25 years this man has been building up his business until he has a very tidy income.

RUSSIA HAS GREAT SALT LAKES.

ST. PETERSBURG—Salt lagoons and lakes are distributed over most parts of the Russian empire and principally in the region of Black and Caspian seas. The production of salt is one of the rapidly developing industries of the country. These salt lagoons, marshes and lakes give annually as much as 1,000,000 tons, although they have been known to yield 1,500,000 tons.

shady nook. There he would sit with a volume of algebra or trigonometry and be as engrossed in his book as a schoolgirl would be in the latest society novel.

Inace K. Boyesen, another barrister, was celebrated for his collection of rare books. He had an especial fondness for books of poems and he knew these poems verbatim—many of them. No other attorney at the bar could recite so many pages of verse from Browning, Swinburne, Tennyson, Byron and Poe.

His private library is one of the most valuable in the city—not alone for its intrinsic value—but because of its old, rare volumes, many of them out of print.

Charles S. McNett, another successful lawyer, has as a "hobby" a farm at Cary, Ill. It covers 800 acres, which for years has been his special pride and joy. His boyhood was spent on this farm—or a part of it—for he has added to it, from year to year, as he could afford.

What he has earned in the practise of law he has spent largely on this beloved farm—every tree, plant, vegetable, or flower that is produced on this farm is sweeter and dearer to him than any product from any other land. He had an old-fashioned log cabin built in the edge of the woods, where he takes his family during the summer months.

Just to be a farmer again is the "hobby" of Mr. McNett, who dreams some day to put aside law books and go back and live closer to nature.

Mrs. Julia Bräcken-Wendt, the well-known Chicago sculptor, has a "hobby" for collecting unique furniture. Her studio is completely furnished with odd pieces, gathered from old shops and furniture sales. Almost every piece she owns has a story connected with it.

"What we need in furnishing our homes is more substantial and plain designs and fewer of the trivial and frivolous," she says. "Furniture, like family jewels should be handed down from one generation to another. Yes, every woman should have a 'hobby'—it sweetens her life."

Hiram Blaisdell, another Chicago lawyer, has a peculiar and eccentric "hobby." He consults the planets, as did Napoleon Bonaparte. He will get out his ephemeris and make a horoscope upon all important occasions. He firmly believes that a man's fate is written in the stars, and his whole life is governed and ruled by the constellation of the planets. In his library he has many rare and valuable books on astrology.

Captain Bloch, father-in-law of Margaret Horton-Bloch, an attorney of "the old school," has a "hobby" for collecting pictures, autographs and books concerning the life and career of Lincoln, whom he knew as a boy. Several rare photographs and prints of the martyred president adorn the walls of his office and he will always entertain the willing listener with reminiscences of Lincoln as he remembered him.

Frederick M. Steel of Highland Park has a singular taste for musical manuscripts. He has been collecting music, musical books and manuscripts for years, having one of the finest private collections in this part of the country.

Judge Julian Mack has a "hobby" for charity, perhaps more strictly speaking juvenile charities. He was the man who inaugurated the idea for "united charities," whereby a man was rid of the bother of giving to various institutions when he had donated what he could afford to "united charities."

Some entertaining and pathetic stories are told by his coworkers in the juvenile court. He was so intensely interested in this work and he kept at it with such untiring energy that it really became his "hobby."

When he had charge of this court he would sit for hours listening intently to the family quarrels, all the time tearing paper into the smallest bits. Then he would deliberately decide what he thought best for the child—and no outside influence could deter him from what he believed was best for the child. One of his friends declared: "Oh, yes, charity is the judge's hobby—there isn't a shadow of doubt about that."

Like John Hay, Judge Mack believes: "I think that saving a little child, and bringing him to his own, is a big sight better business than loading around the throne."

Mrs. La Verne Noyes is a busy woman, who has perhaps two or three "hobbies." Her collection of rare lace and Russian embroideries is well known among her friends, but her real "hobby" is taking and collecting "snap-shot" pictures. She has hundreds of these taken almost all over America, Mexico, Canada, and a large number from interesting places in the old world.

One of her friends said that she believed Mrs. Noyes had the finest collection of these pictures in the city.

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## GERMAN CROWN PRINCE PICTURED

Royal Photographers Trained  
Moving Film on Him During  
Maneuvers, and Films  
Have Been Placed on Sale.

Modern publicity methods are being introduced into the king business; the crown prince of Germany has gone in for advertising, says a writer in the Success Magazine. He does not propose that when the time comes for him to take the leading part in the show he will have to be introduced to his people.

By order of his imperial highness, the cinematographers have photographed him at his military duties. He is represented as in command of a battery of artillery, and in plain view of the camera he fearlessly places the shell in the breech with his own royal hands.

He leads a fierce charge across the parade grounds under the heavy fire of the cinematograph machine, and after the battle is easily discovered by the court photographers in the art of handling cannon.

The films have been ordered put on sale, and it is hoped that before long every German may have royal maneuvers in his home.

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## CHICAGO COMPANY'S CORNER IN U. S. THREE-CENT PIECES

The disappearance of the three-cent piece has for years been a matter of mid speculation, says the New York Sun. Few persons are aware that a large proportion of the coins of this denomination which remained in circulation when the government stopped issuing them are peacefully slumbering in supply large, fat canvas bags in the vaults of a certain electrical manufacturing company of Chicago. They are not for sale just yet.

Years ago the company equipped many telephone pay stations with dime slot machines. It was supposed that they could be worked only with dimes. The three-cent pieces were becoming rare, and no thought was taken of them.

Hardly six months passed before one of the telephone companies discovered that the collectors were yielding a harvest of three-cent pieces. Then from all over the country came similar complaints.

Each company forwarded the pieces to the manufacturing company, and more or less politely asked that a corresponding number of dimes or a check for an equivalent amount be sent back in exchange.

A council was held at the office of the manufacturing company. The cost of correcting the boxes was compared with fairly trustworthy information of the number of three-cent pieces in circulation.

It was found that a balance was in favor of the three cents, and it was decided to accept the pieces as dimes.

Gradually the amount of three-cent pieces narrowed down to an intermittent current. The company seemed to have about all the pieces.

It is said that if ever the premium on three-cent pieces rises high enough, the coins will be offered to collectors at prices based upon the original cost to the company, plus 6 per cent a year, plus cost of storage, plus cost of guarding, plus cost of carrying the fund upon the books. Long ago the slot machines that collected them were relegated to the scrap heap.

FOREST RESERVES IN CANADA.

The Canadian Parliament has since 1900 established 21 forest reserves. Six of these are situated in Manitoba, four in Saskatchewan, three in Alberta and eight in British Columbia, says the Dundee Advertiser. They embrace an area of 5391 square miles. In the three prairie provinces the reserves have been established more with the view of supplying homesteaders with building material, fencing and fuel than as a provision for the lumber trade. The population of these provinces now totals 1,000,000 and it is estimated that in a few years time it will have increased to several millions.

Professor Warren, President Boston University, said:

"I should be glad to see it placed in the library of every young person in the United States and even in the English-speaking world. In families where there are bright children it will render excellent service to the cause of popular intelligence."

The Boston Post said:

"John Clark Ridpath is above all things an historian. His historical works are accepted as standards in schools and colleges as well as in business houses and homes. His style is simple, his manner charming."

### President William McKinley said:

"I am familiar with the merits of Ridpath's History of the World, and cordially commend it to the scholar as well as to the plain people generally."

### Professor Bartlett, President Dartmouth College, said:

"It is a popular history of wide range, and brought down from the most ancient to the most modern times. The style is clear, the narrative well balanced and the statements reliable. The worth of such a work to every young man or woman, or in a family of children, is beyond calculation."

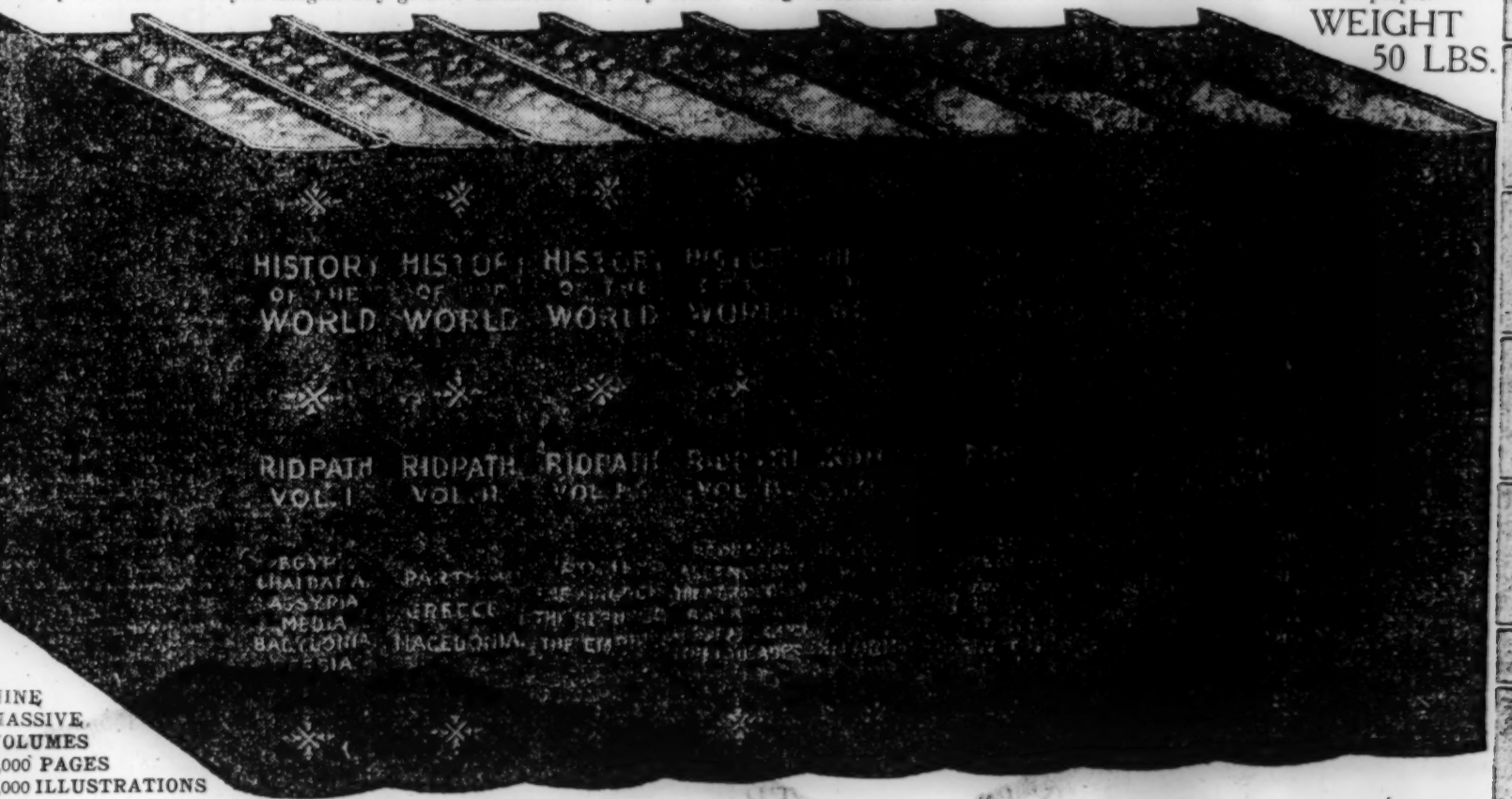


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## Do You Know Your Chicago?

(Being Answers to Queries by the Chicago Tribune.)

THE statue of Progress is poised on the Montgomery Ward building at Michigan avenue and Madison street.

The collection of Healy portraits hangs in the Newberry library, Clark street and Walton place, Washington square.

The Calvein court house is located on the wooded island in Jackson park and is thought to be the oldest building in the Mississippi valley.

The memorial cross to Marquette and Joliet is at Robey street south, where the south branch of the Chicago river and the drainage canal connect.

The statue of Columbus which was on the lake front during the World's fair now rests on Wentworth avenue near Sixty-fourth street, at engine company 51.

The smallest store in Chicago is on Michigan avenue, north of Stratford hotel.

The wonderful mosaic dome in Chicago is that in Marshall Field & Co.'s State street, or retail store.

The only archaeological museum in the United States is at Evanston, erected at Northwestern university grounds as a memorial to Dr. Charles Wesley Bennett of Garrett Lincoln institute, which will be dedicated in the early future when the interesting collection of reproductions of archaeological objects are fully installed.

The monument at the east end of Eighteenth street, near the George M. Pullman residence, commemorates the Fort Dearborn massacre, which occurred Aug. 15, 1812.

The tablet recording the site of Ft. Dearborn may be seen at Michigan avenue and River street, on the W. M. Hoyt building. The fort was established in 1803, and burned Aug. 16, 1812, after which it was rebuilt in 1816. It was re-garrisoned in 1829 by United States troops.

The series of wall decorations recording the history of Chicago's development are those by Lawrence Earle in the Central Trust Bank company, 132 Monroe street.

The display of the plans for a Chicago Beautiful are in room 16, Art institute of Chicago.

The memorial hall, which contains an interesting and valuable war collection of the civil war, is in the north end of the public library at Washington street and Michigan avenue.

The fountain erected by the Women's Christian Temperance union is on Monroe street near La Salle, opposite the entrance to "The Temple," which leads to Willard hall, which in itself is worthy of interest, not only as a daily noonday meeting center, but for the attractive memorial tablets contributed by various states in honor of Frances E. Willard, the notable temperance advocate.

The smallest but richest (commercially) river in the world is the famous Chicago river.

The monument enforcing law and order is in Union park, facing the Randolph street entrance.

The fine frieze illustrating the Olympian games adorns the Illinois Athletic club, 145 Michigan avenue. It is on the facade near the topmost story.

The largest art school in the world is that of the Art institute of Chicago.

The finest and most extensive boulevard system in the world, which consists of three park systems containing 3,191 acres and forty-eight miles of boulevards, forms a complete belt around the city.

The park systems are Lincoln system, South park and West Chicago park, whose commissioners are responsible for this remarkable development.

The building at Oakwood boulevard and Langley avenue is known as "Abraham Lincoln Center."

The portrait of Columbus and those of Washington and various other colonial, revolutionary, and civil war relics are the property of Charles F. Gunther, whose notable collection has been presented to the West Side, if a suitable building be provided for housing it.

The series of bronze portraits of the discoverers of the west and many Indian chiefs may be studied in the Marquette building, Adams and Dearborn streets.

The fine bronze bas-reliefs are by Edward J. Komya.

The family vault in a public park may be seen in Lincoln park, near the south end.

The Stephen A. Douglas monument is situated in Douglas park, a small square at Thirty-fifth street on the lake front.

The memorable Waukegan stone which lay in Ft. Dearborn, and from which Daniel Webster in 1837 delivered a speech, lies in the yard of the Isaac N. Arnold house, 104 Lincoln park boulevard, north side. It is an authentic relic of the period and bears a rudely carved portrait of Chief Waukegan, who proved himself a friend of the white man. In the early '60s the late Mr. Arnold personally placed the stone in his yard.

The site of the building from which Chicago's great fire started is at 137 De Koven street. A stone tablet is set in the building, commemorating the event, Oct. 9, 1871.

The first skyscraper in the world, meaning by this the first steel skeleton construction, is the Home Insurance building at the northeast corner of La Salle and Adams streets. It was designed by the late W. L. B. Jenney and was erected under his supervision. It was begun May 1, 1884, and completed in the fall of 1885. "Chicago construction" is world-wide, adding another link in its chain of progressive ideas for the world's use.

The most extensive collection of historical portraits, MSS., and data relative to Illinois and Chicago may be found at Dearborn avenue and Ontario street, in the fine building erected by the Chicago Historical society. This building contains some of the rarest and most valuable objects and papers in this country relative to the west. It is too little visited and too little known and will well repay all who are searching for data which is authentic.

## MODERN IDEAS CHANGING THE APPEARANCE OF VENICE

Signs of Its Former Gorgeousness Brought to View Nowadays Only When Some Historical Event Is Celebrated—State and Racing Gondolas.



RACING GONDOLA OF VENICE.

Used on festival occasions and capable of attaining remarkable speed.

VENICE, Italy—So long as the stately palaces line the canals of Venice the stranger will always be influenced by the call of the past and feel the spell of a period when art predominated and life was more formal and dignified. Still, what is called in common parlance progress is becoming more in evidence every day.

The Antonio and Shylock of today are garbed in the latest London fashion, and the Portias and Jessicas are attired in Parisian creations. In summer, not content with the cool shades of their palaces or the grave promenade on the Rialto, the wealthy Venetians migrate to

the Lido, the ancient bulwark of Venice, and there in modern hotels and with all the accompaniments of popular seaside resorts lounge away the hot months of the year.

It is only on festal occasions, when some great historical event is commemorated, that one gets a glimpse of a past gorgeous in color and dramatic effect. Then are seen those wonderful state gondolas, with their carvings and trappings, moving in grand procession, or stripped of everything extraneous, being propelled with marvelous speed in competitive races.

## ENGINE MEASURE BY HORSE-POWER

When the steam engine was placed upon a commercial basis by Watt and his successors it seemed entirely natural that its power should be expressed in terms of the effort of the horse, and in spite of all later proposals for new units the horse-power remains as the measure of the greatest aid to human effort which has yet been produced, says Cassier's Magazine.

The engines of today have their power expressed in terms of thousands of horses, and this power is distributed and applied very largely by means of electricity, this method permitting both a convenient distribution and unequalled facility in control and manipulation.

The horsepower is expressed in terms of foot pounds, or in other words by means of the idea of lifting a weight, and it is to the lifting of weights that electrically transmitted power has been most effectively applied.

### JAPAN HAS RICH MINES.

The output of the mining industry of Japan for 1908 totaled \$51,583,000.

## INVENTS A BOAT TO SKIM WATER

PIERRE, S. D.—The skimming boat invented by Cooper Hewitt of New York is not going to be the only one of its kind or class. S. M. Howard of Gettysburg, this state, has been for some time working on the model of a boat, by which he believes he can revolutionize traffic on western rivers. He calls his invention the "aquaplane," and the principle is a device which will cause the boat to glide upon the surface of the water instead of cutting its way through with a sharp prow.

The boat will require but little water to float it, and can be run on shallow streams. His estimate is that he can make 30 miles or more an hour with the boat. Mr. Howard will make his first test on the Missouri river at Forest City.

### SHOULD WELCOME POSTAL BANKS.

A postal savings system should be welcomed by those metropolitan institutions which refuse a mail's account unless he keeps a balance of at least \$5000, says the Washington Star.

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## WONDERFUL SCHOOL IS BUILT FOR TRAINING BOYS AND GIRLS

MENOMONIE, Wis.—J. H. Stout, mill-luminaire lumber man and active citizen, has built up, or furnished the money to build up, here a wonderful school for the manual training of the youth of the land.

Boys are taught the use of tools and the intricacies of trades, while girls are given the knowledge that will fit them for wives and home-makers. Year by year, since 1903, when it began, the plan here has been carried on to activity and development until it is now worth \$500,000, and is probably costing Senator Stout \$20,000 a year to maintain.

There are four distinct lines of work done by the organization, namely, the training of teachers for manual training and for domestic art and economy; the training of young women as home-makers; the training of young men as trade workers, and experimental work in the field of industrial education.

The first organization was that of the training school in 1903, which, in 1908,

came under the general head, and now all are thus organized as the Stout Institute. There are large brick buildings for each department, and the local school building is connected with these by covered passageways, and the children of the town receive the manual training and the domestic economy courses without cost.

Senator Stout, who is the head and front of this work, gets his best happiness out of it. Several years ago a friend in St. Louis mentioned that he knew of some young people who might be aided if they had knowledge of this kind. "Send them along, and I will pay for it," said the senator, who was not a senator then.

Always shy of politics, he did accept the state senatorship to help along a number of school laws he thought ought to be passed. He is a lumber man with interests in the South and the West. He is going on with this institute until it is the highest, as it is perhaps now the best, of its kind in the country.

### IDAHO BECOMING BIG FRUIT STATE

One of the important results which will be derived from the intermountain fair is that it has absolutely shown that Idaho is beyond all peradventure a fruit state, says the Idaho Statesman.

Not only are the well-known sections of Latah, Washington, Canyon and Ada counties excellent for fruits, but those counties which have an altitude of more than 5000 feet have produced fruits which compare favorably with those from any section of the state.

### DEAN OF NORWICH IS MAN OF ABILITY

LONDON—The Rev. Henry Russell Wakefield, who has recently been appointed Dean of Norwich by the English church, is able to preach in two other languages as well as his own.

A man of strong and independent character, the dean has spent an unusually busy life, as municipal affairs have interested him as much as parochial. He is a recognized authority on education and unemployment.

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### Revolution

Is the mildest term to use in describing the change in corsetry. From lacing in the back to lacing in the front is about the last word respecting method. Miss Remond once said: "I am the front of my gown. I realize that the back of it must bespeak my individuality. I must make good my claim to a figure, for at least a part of the time. I therefore pay particular attention to it. I think about it and plan for it days before I allow the gown to be cut."

### The Back of the Gossard Corset is Eloquent

Imagine anything more beautiful than the smooth symmetry of the closed, unbroken, habit back of the Gossard Corset. Contrast it with the gaping, twisted bones of an open back with the laces there to show. Then to the front, where the real adjustment is needed, there are the laces, and such adjustment as one secures never existed before the Gossard Corset.

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## TWENTY MILLION PEOPLE IN BRAZIL

Population of South American Country Consists of Three Races, European, Indian and Negro.

According to the Brazilian Yearbook, that country has about 20,000,000 inhabitants. Since 1893 there has been an increase of approximately one third, and the numbers have doubled since 1872.

When the republic was proclaimed in 1889 the population was 14,054,550. Meanwhile the rate of increase for much of the period has probably been more than 3 per cent per annum; possibly as high as 3.50 per cent.

The population consists of three distinct races. There are, first of all, the European, mostly of Latin origin, followed by the native Indians and the negroes. Amalgamation of racial elements has tended to develop a type known as the Neo-Brazilian.

The Indian element occupies, as a rule, the inland portion of the country and is found in its prime state only on the Amazon and in the remote west. They are now said to number, of pure Indians, only 600,000 persons. When slavery was abolished in 1888, the blacks numbered 740,000 people. Today the pure negro element is certainly much smaller.

## City of Mexico Is Given the Honor of Being First Place to Possess Printing Press in the New World

Juan Pablos Arrived in "New Spain" Probably in Year Fifteen Hundred Thirty-Six With Outfit.

### CAME FROM SEVILLE

THE following notes relating to the printing press and early periodicals of Mexico are taken from the entertaining work, "Mexico Viejo—Epoca Colonial," by Luis Gonzalez Obregon, published in 1895 by the department of encouragement (fomento), says A. L. Van Antwerp in a letter from the City of Mexico to the New York Sun. The author acknowledges his indebtedness to Joaquin Garcia Icazbalceta's article on "Mexican Typography," found in the fifth volume of Andrade's "Historical and Geographical Dictionary."

Mexico was the first city in the new world which had the glory of possessing a printing press.

Well advanced was the first half of the sixteenth century when at the instance

of the first viceroy, Antonio de Mendoza and of the first bishop, Fray Juan de Zumarraga, the celebrated Sevillian printer, Juan Cromberger, sent to Mexico a complete printing press and its accessories under the care and direction of Juan Pablos.

When Pablos came to New Spain and in what year he began his labors are two events the dates of which it has been impossible to fix with any degree of certainty, although it is very probable that he arrived in Mexico in 1536, and that in the following year the first work was issued from his press, which according to the consensus was the "Escuela Espiritual" of San Juan Chimalco, translated into Spanish from the Latin by Fray Juan de Estrada.

What is known definitely is that in May, 1538, the printing press was in full operation in Mexico, and that in April, 1540, it was situated at the southwest corner of Moneda and Santa Teresa la Antigua streets, fronting the side of what was the archiepiscopal palace.

Juan Pablos was the first printer in the new world, at first as a partner in the house of Juan Cromberger of Seville, and after on his own account, and no one denies him the honor. He was born in Brescia, Lombardy, and his real name was Paolo, the Italian plural of Paolo, which he turned into Spanish as Pablos, following the prevailing custom of translating appellatives. It is of record that on Feb. 17, 1542, he was admitted to citizenship in Mexico; that on May 8, 1543, a plot of ground in the ward of San Pablo was given him and he built a house on it; that he married Jeronima Gutierrez or Nunez, and that by her he had a son, Alonso, and a daughter, Elena. From the year 1560 nothing is known of him.

The first printers who came to Mexico enjoyed peculiar privileges, which soon operated against the advance and devel-

opment of the art of Gutenberg and on Sept. 7, 1538, a royal warrant was issued cutting off all such privileges and immediately a number of new printing establishments were opened.

During the sixteenth century we find the names of Antonio de Espinosa, Pedro Ocharte, Pedro Balli, Antonio Ricardo, the famous Enrique Martinez and Melchor Ocharte, from whose presses came forth not a few works notable for their typographical appearance and contents, as many of them treated of the native languages.

The history of the periodical press in Mexico dates from the beginning of the seventeenth century, when on the arrival of ships at Vera Cruz hojas volantes, news from Spain and Europe, and at times were illustrated with rough wood cuts. Icazbalceta says that the oldest known hoja volante is that which was printed on Tacuba street by Diego Garrido in 1621; but the greater number came from the press of the widow of Bernardo Calderon, the celebrated printer of the seventeenth century.

At first these leaves appeared with "flying leaves," consisting of one or more sheets, were published. They contained different titles, according to the subjects treated, but soon they were called Gacetas, "Gazettes." These then were the first newspapers of New Spain.

He who published them with more regularity, in better form and with local news instead of foreign exclusively, was Dr. Juan Ignacio Castorena y Urna de Zatecenas. His paper he called La Gaceta de Mexico, of which six numbers appeared, corresponding to the first six months of 1722.

On Oct. 1, 1865, Jacobo Villaurrutia brought out his Diario de Mexico, which was published daily, including feast days and Mondays, until 1816. This was the first daily newspaper published in Mexico.

## REWARDS AWAIT BRITISH SEAMEN

Twenty Sailors Cannot Be Found to Whom Prize Money Is Due for Gallant Conduct on the High Seas.

For gallant conduct on the high seas 20 rewards to British seamen are awaiting claimants at the offices of the board of trade, says the London Daily Mail. Particulars of the rewards and the men to whom they are due are published in a list of "unclaimed rewards," issued by the marine department and posted at every port around the coast.

The first case on the list bears the date 1889, and the record of pluck goes on, skipping years here and there, until 1908. The rewards are for rescuing life at sea and vary from diplomas and silver watches to sums of money. Two pounds is the average sum, but in one case there is over £50 placed at the disposal of the board of trade for division among a number of British sailors who saved a Peruvian vessel. The rewards include some made by the French and Turkish governments.

"Every effort," explained an official, "has been made to trace the men to whom the rewards are due, but without success. Considering the number of rewards the board of trade makes each year, the proportion unclaimed is slight. Each year the list is issued as a final effort to trace the men."

**CHIMNEY SOOT IS VALUABLE.**  
LONDON—Fifty thousand tons of soot are taken from London chimneys in a year. It is estimated to be worth \$200,000 and is used as a fertilizer, half a ton to an acre.

**ENGLAND HAS MANY FARMS.**  
LONDON—England has a good many more farms than most people imagine. Last year there were 1,494,089 horses at work on them.

## PRETTY HARPER'S FERRY THE SCENE OF HISTORIC EVENTS



**OLD MAN OF THE MOUNTAINS, HARPER'S FERRY, W. VA.**  
The village lies at the junction of the Potomac and Shenandoah rivers, in the Blue Ridge mountains, about 45 miles northwest of Washington, D. C.

**HARPER'S FERRY, W. VA.**—This picturesque little village, distant 45 miles northwest of Washington, is situated among beautiful scenery at the confluence of the Shenandoah with the Potomac river.

Overlooked by the mountains, in its now quiet retreat, it was once the center of great activity. Here a part was taken in several exploits during the civil war which have given it a permanent place in history. Here it was that John Brown's "abolition raid" took place in 1859. With a small number of men,

an attempt was made to seize the United States arsenal, but being unsupported by an uprising of the slaves upon which he had counted and whom he hoped to liberate, Brown, after being severely wounded, was taken prisoner, was tried at Charlestown for treason, and executed.

The confederates, who evacuated Harper's Ferry, in 1861, destroyed the armory and the bridge across the Potomac. At the closing of the war it was occupied by the United States forces.

This historic old place has not been improved to any extent since the war.

## LEADING WOMEN CHOOSE FLOWERS

Ever since Disraeli made the Primrose illustrious in social political annals, ambitious women have endeavored to have some flower identified with their names, says the New York Press. Mrs. Taft has produced a big vogue for the golden rod.

Mrs. Cummins, wife of the senator from Iowa, had established the deep red carnation before President McKinley's preference became known. Whenever Mrs. Cummins gives an entertaining her house is filled with the fragrant scarlet flowers, and she invariably wears one in her hair and another in her corsage.

Mrs. Philander C. Knox, wife of the secretary of state, is deeply in love with violets. No one ever enters the Knox home in Washington without being greeted with their delicious odor.

**HUGE PUBLIC SERVICE INCOME.**  
WASHINGTON—The census bureau statistics of electric lighting, electric traction and telephone companies shows a gross income for the three industries in the United States of \$790,000,000 in 1907.

**C. DOUGHERTY**  
High Grade Non-Smut  
Carbon and Ribbons  
TYPEWRITER SUPPLIES  
34 Clark St., Chicago

## PLAN NITRIC ACID PLANT IN AFRICA

Consul Edwin N. Gumbel of Johannesburg writes that, in addition to the great scheme for supplying power to the Rand, a new company to be known as the Pretoria Power Company is being formed to supply power and to manufacture at a hydro electric station on Crocodile river, nitrate of lime and nitric acid, says the San Francisco Call. Three large banks in Europe are said to be supplying the capital.

There is considerable demand for nitric acid in South Africa for use in the manufacture of dynamite for mining purposes.

**OHIO COAL OUTPUT DECREASES.**  
COLUMBUS, O.—Ohio produced 26,270,639 short tons of coal last year, a decrease from the previous year's output of about 18.27 per cent.

**GERMANY'S POPULATION GROWS.**  
BERLIN—During the last year the population of Germany increased by 896,000 persons, to 63,886,000, according to official statistics.

We are the pioneers of colonization in Florida. We had the pick of the choicest land for a big fruit and truck farm development. Our soil experts rated this tract as over 40 per cent better soil and better location than eleven other tracts examined. We expended many thousands of dollars in development work, buildings and demonstration farm operations to prove the value of our lands and the marvelous productivity of the soil. It has paid us to do it, and you as well as we will reap the reward. Hilliard and the farms are just 30 miles northwest of Florida's greatest city, Jacksonville. The greatest railroad system that enters Florida passes directly through the tract—The Atlantic Coast Line Ry., double track, runs 20 passenger and 30 freight trains through Hilliard daily.

**WISE INVESTOR** We urge you to go and visit our tract—make careful investigation and you will have your confidence doubly assured.

**HOME BUYER** We urge you to make a visit to our tract—investigation and see the wonderful things other northern people are accomplishing on 10 and 20 acres—see the rapid development and be your own judge of the marvelous money-making power of this fruit and truck land at \$21.00 per acre.

**CONFIDENCE** We know of no other in our land, its value as an investment and the money-making possibilities to the man who will work, than to offer to pay the round trip railroad expenses of 100 men to visit our tract for themselves and their friends.

The men who go to Hilliard at our expense are to represent at least 20 of their friends or interested prospective buyers who desire to invest in land. There is no obligation to make the purchase unless the land is found to be as represented.

**A CLUB OF 20** You can get up a club of 20 interested buyers. We will help you—they can elect you to make the trip. We will pay your expenses.

We know there is no land in Florida as well located from the standpoint of transportation, pure air, pure water and favorable climatic conditions, both summer and winter, as the North Florida Fruit and Truck Farm.

**RICHEST LAND IN FLORIDA** We know there is no such a uniform body of rich, fertile, highly productive land in Florida as the North Florida Fruit and Truck Farm. We urge you to go and see the land—the surroundings—the wonderful resources—the new air as well as the rich old fruit and truck farms—the company's demonstration farm. See the winter grown vegetables now flourishing. See how easy it is to make from \$1,000 to \$5,000 a year on 10 acres that you can buy now for \$21.00.

**MAKE RESERVATION NOW** You can make reservation and selection often, twenty or forty acres now and get the choicest land nearest the town of Hilliard and the railroad, and just as soon as you are ready to move we will send you the order for the round trip railroad ticket. Price per acre \$21.00—\$1.00 per acre per month.

**MORE THAN 1,000 HAVE BOUGHT** We have already sold to hundreds of buyers the farms this winter.

We know there is not another tract of land in America sold as advantageously and as cheaply as this land, nor is there as good land, nor is there a company selling land in America today on such terms, offering to send one hundred men to investigate the land and possibilities, and paying the expenses of the entire round trip.

We therefore urge that you write immediately and get our literature, the plan of selling and every detail. We will not pay the expenses of more than a hundred men.

More than two hundred men have gone at their own expense within the last four months, and the purchases and sales they have made on their return have made us to make this offer to pay the railroad expenses in advance to one hundred men who will represent at least 20 prospective purchasers. Write us for our terms. The following is a description of our proposition. Read it carefully and send today for our literature.

**SEND FOR LITERATURE** We will send you a book of pictures of the farms, the new improvements, the town of Hilliard, and a book about the wonderful development of truck farming in northern Florida.

**Cut Out Coupon. Mail It Today. Be One of the 100.**

**CORNWALL FARM LAND CO.**  
1540 First Nat. Bank Bldg., Chicago, Ill.

Sirs:—Please send FREE your literature and the plan of your North Florida Fruit and Truck Farm, also proposition on your paid in advance trip to Florida.

Name.....  
Town.....  
State.....

**2,000 NEWSPAPERS** We are advertising in over 2,000 newspapers and we may not have an acre for sale in thirty days. Better send your reservation today.

**CORNWALL FARM LAND CO.,**  
1540 First National Bank Bldg., Chicago, Ill.

**THIS IS THE KIND YOU BUY AT \$10 PER MONTH**  
Do you know that the great Atlantic Coast cities and cities as far west as Omaha depend absolutely on the Florida Fruit and Truck Farm for early Florida fruit, early March and April strawberries, early potatoes, cabbage, lettuce and radishes? With one of these farms you can have an income that can be depended on year after year and you can get it if you save just \$10 a month—34 cents a day.

**OUR GUARANTEE** You can make your application for 10, 20 or 40 acres now and if not exactly as represented by us in our literature when you make your trip of investigation we will refund you what you have paid, in accordance with our contract.

**OUR ENDORSEMENTS** as to our responsibility and business integrity are Chicago Title & Trust Co., Chicago, capital and surplus \$7,000,000; Corn Exchange National Bank, Chicago; any bank in Jacksonville, Florida; R. D. Stitt, Sec. Board of Trade, Hilliard, Florida, and hundreds of buyers whose names we will gladly give you.

**NO INTEREST AND NO TAXES** All payments are completed. You don't have to place—these fruit and truck farms are all upland, near Jacksonville, one to three miles from the Atlantic Coast Line Ry., which has a big 20-car switch track, at Hilliard, a complete long distance telephone, two schools, churches, three general stores, and these North Florida Fruit and Truck Farm join to and are a part of this growing town. We sell on easy terms—\$1 per acre per month.

**WHAT TEN ACRES MEANS TO YOU FIRST**—A money-making investment and a home in the world. Northern Florida is warm in winter and there are no extremes of heat in summer.

**SECOND**—You can make a good living, eat June vegetables and fruits in January and sell your crops for cash, and on from \$3,000 to \$5,000 each year.

**THIRD**—These North Florida Fruit and Truck Farms are all upland, near Jacksonville, rich sand loam and will grow the most fruit and vegetables arier, better and more to the acre than in any other section of the world. Every acre in every 10-acre farm is tillable land.

**FOURTH**—You don't have to know farming to make one of these 10-acre farms pay you big money.

**FIFTH**—You can hold it as an investment and sell it at probably 100% advance by the end of the first year.

**EARLY SELECTION** You have the right now of securing a fine location near the town of Hilliard and the railroad by making application for 10, 20 or 40 acres and when you have had time to read our literature and have satisfied yourself that the land is what you desire, you can make further reservations for the club of 20. We take all the risk and gladly do it. Every man who goes to Hilliard and investigates the North Florida Fruit and Truck Farm wants more land and buys it if he can. \$1.00 per acre per month.

**HERE IS WHAT OUR COMPANY OFFERS YOU:** We will have delivered to your application for one of these 10, 20 or 40-acre North Florida Fruit and Truck farms a certificate of purchase which is issued by the Chicago Title & Trust Co., capital \$7,000,000. The title to the entire tract is held in trust for the benefit of purchasers by the Chicago Title & Trust Co., one of the strongest, safest and best guarantee title and trust companies in the United States.

**DON'T HAVE TO IRRIGATE.** fight crop pests, nor watch the heavens for rain. There is no chance for failure of crop. The rainfall in northern Florida averages 60 inches and comes every month in the year. It always has rained so much a year as long as any farmer now living in Florida can remember.

You owe it to yourself to take advantage of this opportunity. There never was a time when a land company would pay the railroad fare of a prospective purchaser. More than 1,000 farms have been sold in less than six months and the purchasers hold their land at \$20 to \$100 per acre. We will give you full particulars regarding the payment of your railroad fare, how and why we do this. Send coupon today.

**Our proposition to pay your railroad fare is good until January 1st, 1910.** We will arrange so you and your friends each can secure 10, 20 or 40 acres of this land in the heart of the North Florida Fruit and Truck Farm District, at \$10 a month, and besides we will give you a building lot 25x125 absolutely free in the town of Hilliard, adjoining these farms. Many fruit and truck farms in the Jacksonville district net \$250 to \$500 per acre every year.

**2,000 NEWSPAPERS** We are advertising in over 2,000 newspapers and we may not have an acre for sale in thirty days. Better send your reservation today.

**Send This Coupon for Reservation.**

**CORNWALL FARM LAND CO.**  
1540 First Nat. Bank Bldg., Chicago, Ill.

Please make reservation of 10, 20 or 40 acres, nearest to Hilliard (draw line through number of acres not desired) without obligation to me until I can look over your literature, which please send me free.

Name.....  
Town.....  
State.....

**CORNWALL FARM LAND CO.,**  
1540 First National Bank Bldg., Chicago, Ill.

## NO MATTER WHERE YOU LIVE Let Us Demonstrate

to your satisfaction the intrinsic merit of our shoes and the new meaning of personal shoe service as we interpret it. We probably can serve you better, in every way, in shoes ready-to-wear, than you ever have been served in shoes made to your measure. We know something about both methods, as we are custom bootmakers as well as shoe retailers. Our service to out-of-town buyers is perfected to the point where we can assure our patrons of complete satisfaction. Photographs of our current models will be mailed upon request.

**Boots and Shoes** Of Custom Quality Ready-to-Wear  
For Men and Women Seven dollars upward

**MARTIN & MARTIN**  
1 E 35th Street, New York 183 Michigan Ave., Chicago

## ANDERSON & OSTERHOLM CO.

**PAINTERS and DECORATORS**

Church Decorations a Specialty

1102 W. 59th St. :: 4605 N. Clark St.  
CHICAGO.

**John Alexander Cooper & Co.**

**CERTIFIED PUBLIC ACCOUNTANTS AUDITORS**

FIRST NATIONAL BANK BUILDING  
TELEPHONE CENTRAL 348 Chicago, Ill.

**THE MONITOR IS THE PAPER FOR THE HOME**



# A CONVINCING DEMONSTRATION OF REAL ECONOMY

**T**HE history of an institution catering to the varied demands of a large multitude of buyers—one which grew from a business of almost insignificant proportions and has become the largest mercantile establishment of its kind in the world—should prove of interest to the buying public. The great progress made by the Boston Store of Chicago has been the talk of the town. Those who have purchased merchandise of us are by no means surprised at this great progress, well knowing that the great saving opportunities which may be enjoyed by purchasing here would naturally result in attracting thousands of eager buyers to our store. During the past few years, vast improvements have been undertaken and immense buildings razed to the ground to make way for the new mammoth steel structure occupying one of Chicago's most prominent and valuable squares—a building which is a monument to honest, up-to-date, and unique business methods. Although we now occupy more than five times as much space in the transaction of our daily business as four years ago, we have by no means completed the great building plans originally decided upon. Within a few days the work of reconstructing one of the buildings we now occupy will be begun, and ere the coming spring season is at its height our new State street structure will be erected to a height of twelve stories and will be ready for occupancy. Were it not for the fact that we always fulfill our promises to our patrons, invariably giving the public the best values obtainable—being ever ready to refund the purchase price to a dissatisfied customer, it would be impossible to experience such phenomenal growth and undertake these vast improvements.

## Three fundamental principles of our business policy

**First**—Goods are bought at the lowest possible price on a strictly cash basis. It is a well known fact that the majority of merchants desire time for the payment of their bills. You can, therefore, readily see that manufacturers would naturally give preference to a Boston Store offer, even though it represented but a fraction of the actual value of the goods in order to obtain spot cash.

**Second**—To sell goods at attractive prices it is necessary to conduct this business with the least possible expense. At no time do we favor unnecessary display or expenditure in schemes or methods to deceive or mislead the public; on the contrary, all money that can possibly be saved in operating this store is indirectly saved for the customer.

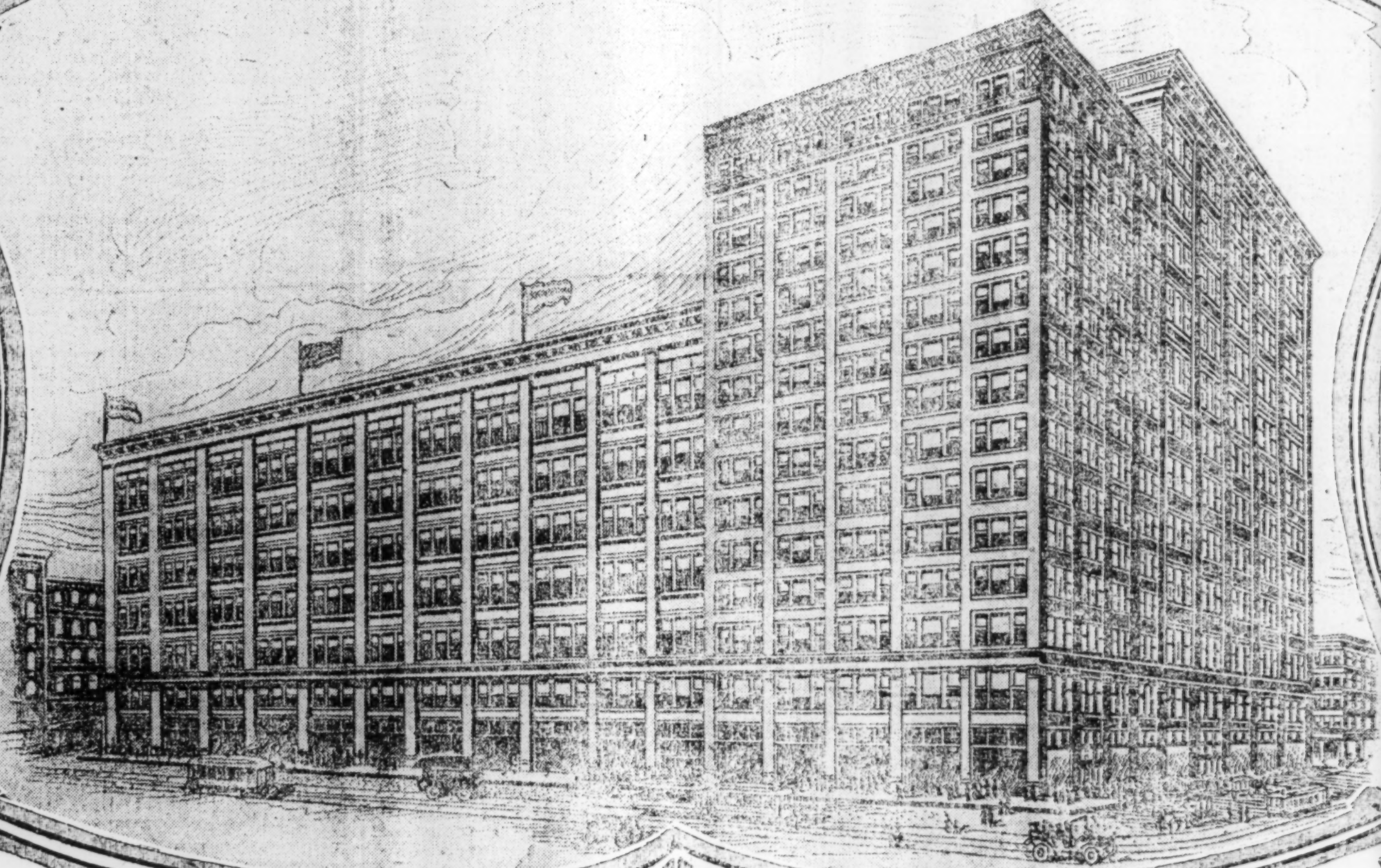
**Third**—The Boston Store of Chicago does not accept charge accounts. We sell as we buy—for cash. Our selling system consequently places in our hands a cash fund which enables us to be ever ready to avail ourselves of opportunities to purchase goods far more advantageously than other merchants can, because a cash offer is invariably preferred to all others. The Boston Store has grown from an institution employing ten to fifteen sales people to its present enormous size, requiring the services of four thousand people, because it has demonstrated that here your purchase money goes farthest. Being centrally located in the heart of Chicago this store is logically the shopping center of the community.

IF  
YOU  
BUY  
YOUR  
SUPPLIES  
BY MAIL  
YOU WILL FIND  
OUR  
ILLUSTRATED  
CATALOG  
A VALUABLE  
PURCHASING  
GUIDE

Write for  
No. C  
78

Our  
Illustrated  
Catalog  
No. C 78  
contains over  
300 pages  
of interesting  
information for  
OUT-OF-TOWN  
BUYERS

We send it  
gratis to all  
who write  
for it



Chicago might well be called the magnet city, for it attracts visitors from every section of the country, and no visitor has ever really seen Chicago unless he has visited the Boston Store. It is a Chicago institution, built by Chicago energy and enterprise. For many years visitors, after returning to their homes, being desirous of participating in the great economies and conveniences we have made continuous requests that arrangements be made to enable them to enjoy the shopping privileges by mail as well as the more fortunate buyers who find it possible to visit our store personally. This demand has resulted in our great mail order system which is especially adapted for satisfactorily serving out of town customers. After many years' catering to those living out of the city, we believe we know the kinds of merchandise which will best meet their requirements, and have, therefore, compiled catalogs of especially selected lines of goods, carefully and truthfully described and illustrated.

### In buying by mail four important questions arise:

- First—Is the firm responsible, and will they do as they advertise?  
Second—Is their merchandise of dependable quality and desirable in every respect?

## Random selections from our popular silk and dress goods sections—typical Boston Store values

No. CS 100—Sandow silk poplins, fine cord weave—make charming party and evening gowns as well as street dresses. Black and all colors. Soft, lustrous finish. Per yard, 35c	No. CS 102—Our dressmakers' special, 35 inch black taffeta silk—oil boiled—dependable quality, brilliant luster, soft chiffon or skirt finish. Exceptionally good value. Per yard, 89c	No. CS 104—Yard-wide Sandow satin lining, known to almost every woman for its excellent wearing quality and rich appearance. Guaranteed to wear two seasons. All colors. Per yard, 98c	No. CS 106—50-inch fine black nun's veiling, good jet black that will drape and make up well, worth 50c, a big bargain at, yard, 39c	No. CS 108—Fine French satin cloths and satin Prunellas, all pure wool with shadow and woven stripes, herringbone weaves, etc. all newest fall shades and black, at, yard, 79c	No. CS 110—Fine silk finished all wool broad-cloths, twilled, black; good, weighty cloth that will wear well, in black and a large line of the newest colors, our price, per yard, 79c
No. CS 101—Soft, lustrous messalines and Duchesse satins, fine quality, pure yarn dye. White, cream, black and all light and dark shades. Per yard, 49c	No. CS 103—Imported broadcloth satins, exquisite large floral designs. All colors. Unusually heavy quality, 24 to 36 inches wide, at, per yard, 2.48, 1.98, 1.48, 1.29 and 98c	No. CS 105—Extra fine quality imported silk poplins, 42 inch width, soft clean effect, very fashionable. All colors. Extraordinary good value, at, per yard, 1.19	No. CS 107—All wool storm serges, Panamas, crumple cloths, Prunella cloths, in plain, weaves and shadow and corded stripes, 36 inch in black and all colors, yard, 45c	No. CS 109—English cashmeres, 34 in. wide, very fine quality, with good silk finish, in cream, black and all light and dark colors for street and evening wear, great value, at, yard, 29c	No. CS 111—Imported French satin cashmeres, fine satin cloths, Prunellas and poplins 45 to 50 in. wide, very finest quality fabrics, now in great demand, in black and all new French shades, yard, 1.19

# Boston Store, Chicago.



BOSTON, MASS., WEDNESDAY, NOVEMBER 24, 1909.



# Midway Now Noted as Chicago Beauty Spot

A Link in the Chain of Magnificent Boulevards From One to Two Hundred Feet Wide Which Connect the Parks and Surround the City With Fine Drives.



On the Southern Side of the Midway Are the Extensive Buildings of the Chicago University, and Nearby the Field Museum and Several Costly Hotels.



## ADLAI E. STEVENSON WRITES A NEW BOOK ON MEN HE HAS MET

Author a Leading Figure in Democratic Political Circles, State and National, for Many Years.

### OLD ILLINOIS DAYS

CHICAGO—"Something of Men I Have Known" is the title of a new book recently issued by ex-Vice-President Adlai Ewing Stevenson of Bloomington, Ill., through A. C. McClurg & Co.

Mr. Stevenson has been a leading figure in state and national Democratic politics for many years. The book gives an interesting account in detail of the various men Mr. Stevenson has had the opportunity to meet in his 52 years of public life.

Besides telling about Douglas, McKinley, Cleveland, Grant and other great men, the book has several papers of a general nature, political, historical and retrospective. Mr. Stevenson's stories of the old days in central Illinois, where he resided, are vivid.

Rare extracts of speeches made by Stephen A. Douglas have been collected by the author of this new book and in one of them he talks of the boyhood days of Lincoln and Douglas. In opening the debate at Ottawa, Douglas said:

"In the remarks I have made on the platform and the position of Mr. Lincoln I mean nothing personally disrespectful or unkind to that gentleman. I have known him for 25 years. There were many points of sympathy between us when we first got acquainted. We were both comparatively boys, and both struggling with poverty in a strange land. I was a school teacher in the town of Winchester, and he a flourishing grocery-keeper in the town of Salem. He was more successful in his occupation than I was in mine, and hence more fortunate in this world's goods. Lincoln is one of those peculiar men who perform with admirable skill everything they undertake. I made as good a school teacher as I could, and when a cabinet-maker I made a good bedstead and table, although my old boss said I succeeded better with bureaus and secretaries than anything else. I met him in the Legislature and had a sympathy with him because of the uphill struggle we both had in life. He was then just as good at telling an anecdote as now. I sympathized with him because he was struggling with difficulties, and so was I."

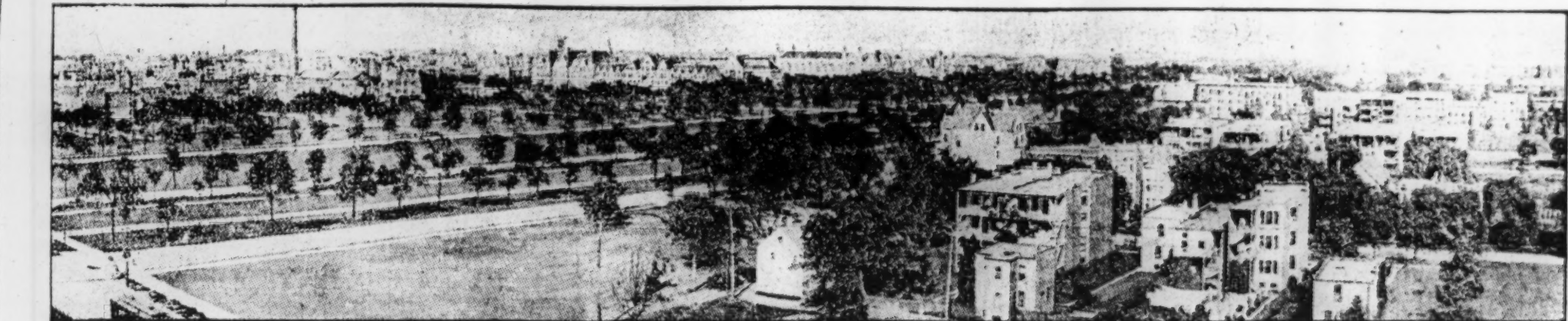
In closing with the career of Mr. Douglas, Mr. Stevenson does not hesitate in paying his fellow statesman an honest tribute.

Grover Cleveland is one of the many characters whom Mr. Stevenson came in close touch with, and his praise for him rings true with appreciation.

The first meeting of the two men took place in 1884, when Mr. Stevenson informed Mr. Cleveland of his nomination for the presidency. Many times since then the two have met and discussed matters. He writes:

"I had excellent opportunities to know Mr. Cleveland. I was a member of the first and third conventions which named him for the presidency, and actively engaged in both the contests that resulted in his election. As assistant postmaster general during his first term, and vice president during the second, I was often 'the neighbor to his counsels.' I am confident that a more conscientious, painstaking official never filled public station. In his appointments to office his chief aim was to subserve the public interests by judicious selections. The question of rewarding party service, while by no means ignored, was immeasurably subordinate to that of the integrity and efficiency of the applicant. He was patriotic to the core, and it was his earnest desire that the last vestige of legislation inimical to the southern states should pass from the statute books. He did much toward the restoration of complete concord between all sections of the country."

"Mr. Cleveland possessed a kind heart, and was ever just and generous in his dealings. Wholly unostentatious himself, the humblest felt at ease in his



(Reproduced from a panoramic souvenir post card published and copyrighted by Max Rigot, North American Building, Chicago, Ill.)

### THE MIDWAY OF THE CHICAGO WORLD'S FAIR AS IT APPEARS TODAY.

Broad boulevard over a mile long and containing some 80 acres, improved and beautified, forms connecting link between Jackson and Washington parks, and on either side are costly educational and business structures.

CHICAGO—The parks of Chicago, including the boulevard system, cover about 2605 acres, and are administered by three different sets of commissioners; those for Lincoln park, on the north side, those for the west parks and those for the south park system. All the numerous parks possess their own distinctive character and beauty and are highly regarded by the residents in their respective localities.

The south park system includes among others the famous Jackson park, where the World's Columbian exposition was held and which contains 533 acres, and also Washington park, of 371 acres. Connecting these two parks is the celebrated Midway Plaisance, one and one-tenth miles in length and with an area of 80 acres. This thoroughfare, which was naturally a woodland drive running between and parallel to Fifty-ninth and Sixtieth streets, was unimproved to any extent up to the year when preparations were set on foot for the great fair, but was one of the most beautiful and romantic avenues in the whole park system of which Chicagoans are so proud.

Jackson park was the site of the world's fair, and the Midway became the main avenue of the fair and in connection therewith its fame became known throughout the world, and since that time the proximity of the University of Chicago and the care and expense that have been lavished upon it have made it one of the most renowned beauty spots of the city. Only one of the buildings erected in Jackson park for the use of the world's fair remains permanently, that being the Art building, which has become the Field Columbian Museum. The natural advantages of the Midway, as it is known simply now, have, however, proved the attraction that has

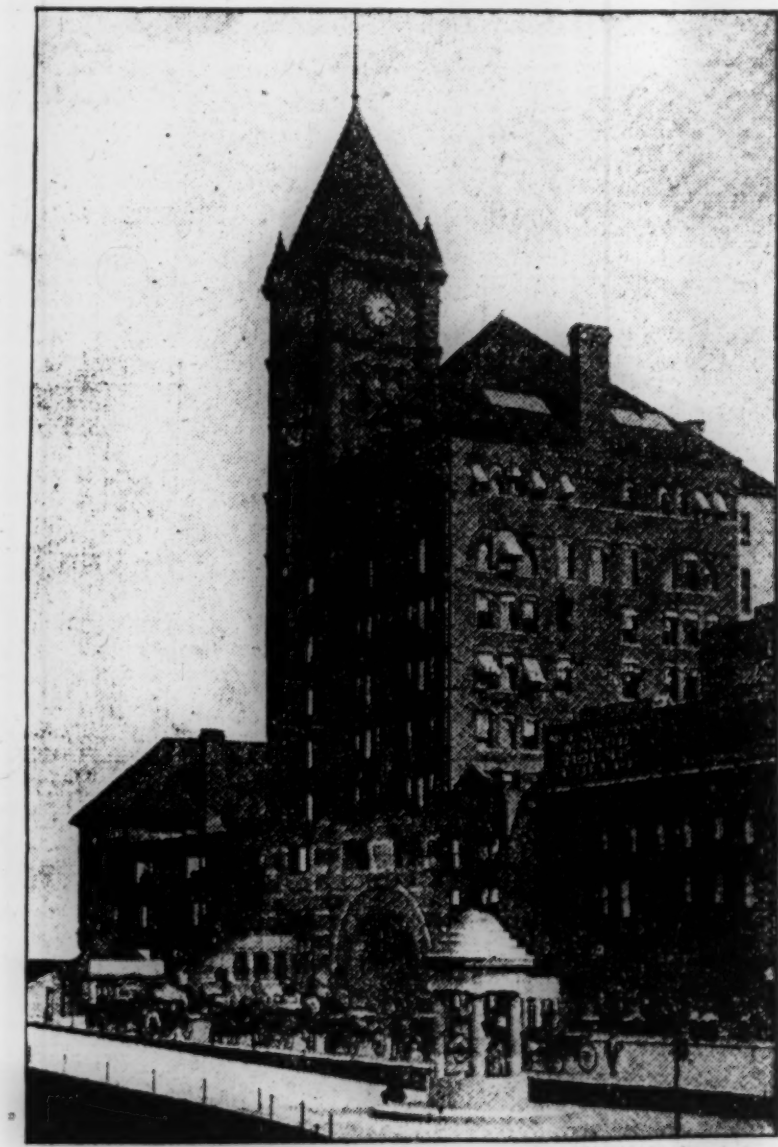
caused numbers of handsome and imposing edifices to be erected in the vicinity. On the southern side of the Midway there extend for half a mile the beautiful buildings of the University of Chicago, which front upon this thoroughfare, while, in the process of the business transformation which owes its impetus to the activity of the fair, several fine hotels and apartment buildings have sprung up in the immediate vicinity. Some of the most exclusive apartment houses in the city are located there. The Illinois Central railroad, with its suburban service, connects this portion of the city with the business district, the Sixtieth street station of the Central directly serving the Midway, while be-

yond the tracks to the eastward, and just beyond Jackson park, are the waters of Lake Michigan. The parks are connected with a chain of boulevards, in which the Midway is a link, these thoroughfares being from 100 to 200 feet in width. These boulevards, stretching as far as the eye can reach, are admirably planned to serve the future as well as the present needs of the city, and with their ample driveways, separated by broad stretches of green turf and artistically interspersed with bright patches of flowers, constitute a strong and unending appeal to the esthetic nature of the civic population. As a link in the boulevard chain the Midway is part of a system which, including

the Lake Shore drive, circles the entire city with one of the most beautiful series of driveways in the world, over 65 miles in length.

Concerning the individual parks volumes might be written. For natural advantages Lincoln park, on the north side, and Jackson park, enjoy a deserved popularity, largely on account of their proximity to the lake. Nevertheless, Washington park is considered by many to be the finest of the entire galaxy. Some of the noblest growths of trees in the city are to be found there, while among its natural attractions are the "Meadow," a 100-acre sweep of smooth sward, and the "Mere" with 13 acres of lovely water, which, with its diversified ground and ancient trees, give the place a strong and distinctive charm. Various amusements and places of refreshment are provided in the parks, and some of the finest specimens of landscape gardening in the world. In fact, days upon days could be spent in exploring the Chicago park system without exhausting the pleasures that they offer.

## New Building Record for This Year in Chicago Promises to Reach the Hundred Million Mark



ILLINOIS CENTRAL DEPOT. Handsome Chicago terminal is deemed an ornament to the city.

Western City Nears Climax of Ten-Year Development Period Remarkable in Its History.

### TWO BIG STATIONS

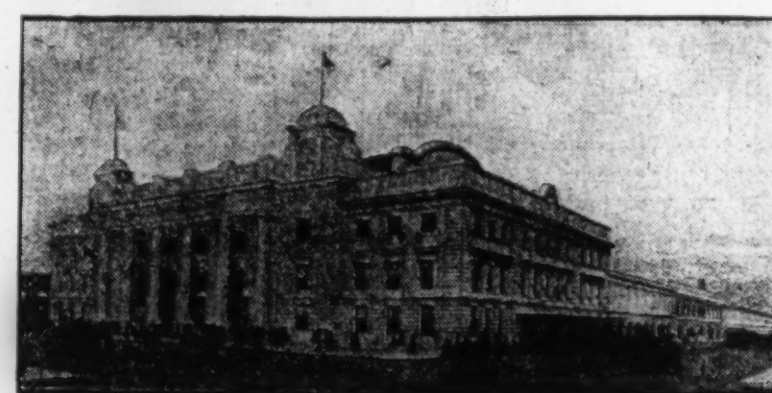
CHICAGO—Remarkable strides have been made by Chicago the past year in every way, but in no other manner is this growth so clearly shown as in the field of building. The city for 10 years has been undergoing a steady process of rebuilding, the amount of new work in this direction increasing year by year. The present year has seen this rebuilding process at its greatest development.

For the calendar year of 1908 the building operations represented an expenditure of nearly \$70,000,000 most of it being in the last half of the year. Since last fall building operations have continued to increase, and the record for 1909 bids fair to approach, if it does not exceed, the \$100,000,000 mark.

The most notable work in this line has been the commencement of work on the new passenger station of the Chicago & Northwestern railway, which, when completed, will represent an expenditure for land and building of \$26,000,000 and the decision of the Pennsylvania railroad, recently made, to build a new union station that will cost \$25,000,000. When these two stations are completed Chicago will have met the criticism of inadequate railroad terminals.

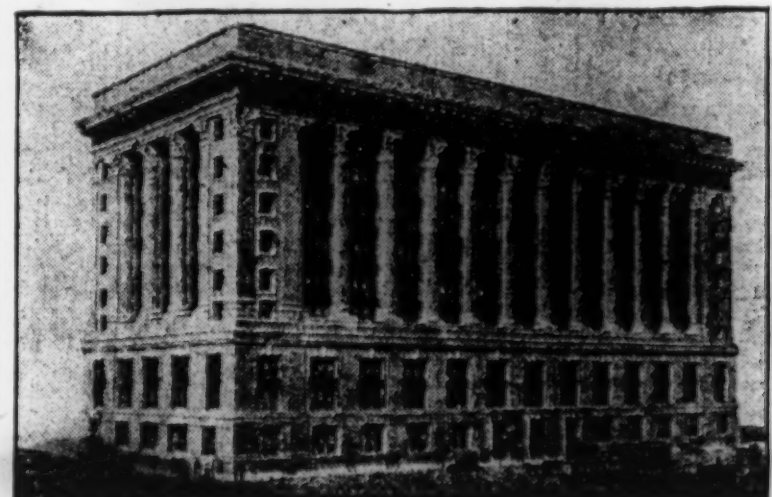
In the line of public work the commencement of construction of the new city hall, which will cost \$14,000,000, and the addition to the Art Institute, are the most notable instances; although several new public school buildings have been erected, including a technical high school building exclusively for girls. The city hall occupies the west half of the block bounded by Randolph, Washington, Clark and LaSalle streets, the east half of which is occupied by the county building completed last year. The two buildings are exactly alike and will be connected. The addition to the Art Institute, the beautiful building in Grant park on the lake front, was necessary because of the growth of the institution.

Chicago, within the last year, has improved her first-class hotel facilities. The completion of the LaSalle hotel, at a cost of \$6,500,000 for the land, building and furnishings; the building of the Blackstone hotel, and the commencement of work to replace the old Sherman house with a twenty-story hotel, will give the city ample facilities for making comfortable all of its guests. The LaSalle hotel is 22 stories above ground and contains nearly 1200 guest rooms.



### CHICAGO & NORTHWESTERN RAILWAY STATION, CHICAGO

This building, now under construction at a cost of \$20,000,000, will be credited to Chicago's building achievements for the year just drawing to a close.



### NEW COURT HOUSE AT CHICAGO.

This picture shows an exact counterpart of new municipal building, which has been reproduced by Cook county for the use of county officials.

It is furnished lavishly. The Blackstone is as high as the LaSalle, but does not cover so much ground space. It is located on Michigan avenue, just south of the Auditorium hotel, and overlooks Lake Michigan.

The new Sherman house, which will occupy the old site on Randolph and Clark streets just opposite the county building, will be almost as large as the LaSalle. The old building has been torn down and construction work on the new is progressing.

One of the developments in the rebuilding of Chicago, that has caused gratification this year, has been the tendency to expand the downtown district, which has been contracted within the limits of the "loop" of the elevated railroads. This has been especially noticeable in Michigan avenue, just east of the "loop" and in Franklin street, just west of the "loop."

A number of modern buildings have been erected on Michigan avenue, including, in addition to the Blackstone hotel, the Harvester building, the Rail-

way Exchange building, the University Club, the permanent home of the Chicago Musical College, as well as two or three skyscrapers in the process of construction.

Something unique in the way of construction work has been the addition of six stories to the Republic building in State street. These six stories were placed on top of a 12-story building built but a few years, without disturbing any of the tenants, or obstructing the street in any manner.

The construction of first-class flat buildings in all sections of the city has proceeded at a greater rate than in 1908, especially in those sections reached by the Evanston and Ravenswood extension of the Northwestern Elevated railroad, and the Englewood extension of the South Side Elevated railroad. The erection of residences of moderate price has kept pace with the flat building.

The year also has witnessed a great improvement in the surface street car

## CHICAGO IS CALLED TO ACTION TO BOOM HER LAKE SHIPPING

Great Growth of Western City Industrially Temporarily Outstrips Activities as a Port.

### WRITER MAKES PLEA

CHICAGO—Writing from Washington, Raymond in the Tribune recently made a stirring call upon Chicago to increase her lake trade to correspond to the commercial growth of the city in other lines. He said:

"In 1887 the total receipts at the port of Chicago by lake of classified and unclassified merchandise, ore and ore products, coal, grain and building material amounted to 5,525,922 tons. That was a good figure for those days."

"In 1907 the receipts by lake amounted to only 3,007,074 tons. This is a direct loss, after 20 years of great municipal expansion, of 2,518,848 tons. The figures comprehend the main Chicago harbor and river only."

"It has not been the fashion for the Chicago people to stand around idly with their hands in their pockets when such results were posted on a bulletin board. The men who made Chicago what it is won because they were fighters who overcame obstacles. They made Chicago the wonder of the world because they refused to be whipped. Never discouraged, never doubtful of the future, those sturdy city builders, to whose heritage of profit and of responsibility we of today have succeeded, looked upon obstacles as things to be conquered by the exercise of that civic team work which has made Chicago the wonder of the world."

"For myself, I am convinced that the Chicago of today is just as virile, just as enthusiastic, just as full of civic pride as the Chicago which began to rebuild before the bricks were cold in October, 1871."

"Chicago will not be satisfied to have Milwaukee, or Toledo, or Cleveland, or Buffalo control the lake carrying trade. Whether by an outer or an inner harbor, docks north or south of the main river, the development of the South Chicago and Calumet region, or some entirely new plan, the supremacy of Chicago in the carrying trade of the great lakes must be regained at any cost, if only to show that the Chicago of 1909 is at least the equal in municipal enterprise and local pride of the Chicago of 1871."

"For the condition of affairs the United States government is in no way responsible. Its function is not to create commerce, nor to divert it from one port to another. Its duty is to improve the existing channels of communication in the interest of all commerce. It does not propose plans by which the local business conditions may be improved, but it stands ready to spend money to improve water highways in the interest of the commerce of all cities."

"For the time being it may be assumed that Chicago's condition as regards lake commerce is Chicago's own fault. It allowed the tunnels and center pier bridges to prevent the expansion of the river to meet the increased tonnage of the lake shipping. Spending money by tens of millions to make the drainage district a success, it has effectually barred out of the river the fleet of big ships which now carry the commerce of the lakes."

"This is not a merely local problem, because during the season of navigation the great waterway through the lakes is the only thing which effectually puts a restraint on the railroads. The water route is free, and the owner of a single big ship has it in his power to bring the strongest railroad combination to terms."

"The farmers of Nebraska or Oklahoma are as much interested in the perpetuation of grain shipments from Chicago as are the people of that city themselves. In fact, as Chicago handles both the rail and lake shipments, it makes its transfer profits in either event, but the farmer knows that lake freight is the one natural check on the railroads, so that everything which tends to facilitate lake commerce means better profits on his products."

"The farmer is interested with the people of Chicago in doing something to restore the commerce of the lower and of Lake Michigan."

(Continued on Page Four, Column Four.)



## INCREASING DEMAND FOR APPLES PROFITS WESTERN GROWERS

Progress on Pacific Coast Awakens Interest of New England Orchardist in Value of Fruit.

### CROP IS IMPROVED

SPOKANE, Wash.—Modern conditions and the increasing demands for clean fruit of color, size and flavor have made apple-growing a highly profitable industry in the Northwest, as it should be throughout New England, and there are many, including the foremost pomologists, who believe that in three years the products of the commercial orchards in Washington, Oregon, Idaho and Montana will exceed in value the total yield of the bonanza grain fields in these states.

Indeed the fruit areas have been extended so rapidly that computation of the probable crop in 1915 is bewildering because of its enormity; but there is room in the apple belts of the United States and Canada for armies of growers, opportunities to make thousands of dollars, to establish pleasant homes, to develop horticulture, and to have a part in the growth and progress of the country.

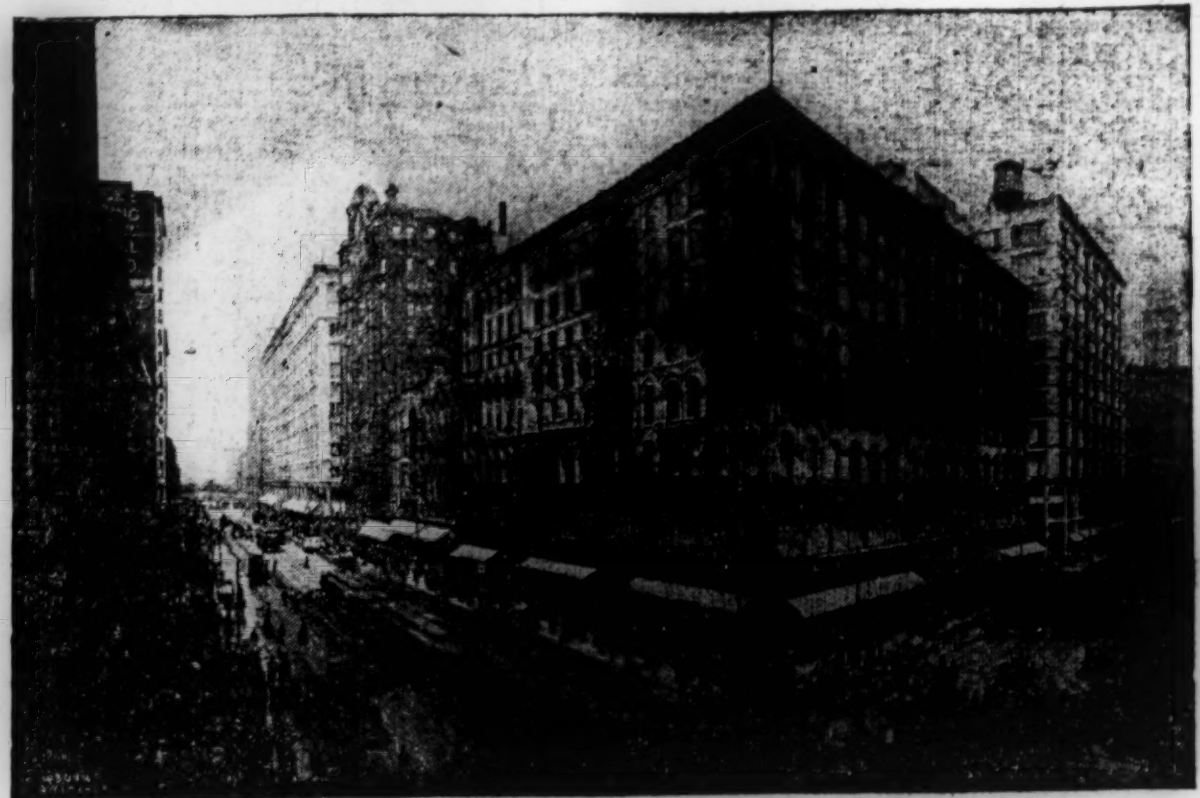
Lessons peculiarly of interest to the growers in America are taught in showing the possibilities of intensive cultivation, and this may be shared by orchardists in all parts of the continent and the world, for the reason that the Spokane exposition is neither inland nor sectional. The total crop in the United States this year is not more than 27,000,000 barrels, of which about 10 per cent is for foreign trade, as against 67,076,000 barrels in 1896.

There were periods in the history of apple growing in America when the fruit almost overflowed the market. Conditions developed the fact that a much better apple could be grown by intelligent cultivation than by the haphazard method of letting the trees care for themselves. The products of the orchards of the Northwest were received with favor not only at home, but also abroad, and when the people found the better apple, they were no longer satisfied with the inferior fruit.

Apples were so plentiful and cheap in the New England and other eastern states, from 1895 to 1897 and in 1899 and 1900, that farmers with orchards would not invest money in what appeared to them to be an unprofitable crop, and they gave little or no attention to the gradually changing conditions.

There has been an awakening in the East, more especially throughout New England, and there are many who believe that the time is not far distant when the orchard districts in Massachusetts, Maine, Rhode Island, New Hampshire, Connecticut and Vermont will again become factors in the industry.

## Heart of Chicago Retail District Is Busy Place



SHOPPING CROWDS AT CORNER OF STATE AND MADISON STREETS, CHICAGO.

The corner of State and Madison streets, in Chicago, is spoken of as the heart of the business district of the city, and is reputed to be the busiest spot of any equal area in the world, inasmuch as more business is reported to be transacted in the surrounding blocks

in 24 hours than in any other district of similar area.

It is the center of the retail district. The street cars from the south, west and north sides all unload their passengers either upon or within a few steps of State street, whereon are situated the

great retail dry goods emporiums and department stores of the city, not to mention the huge clothing, jewelry, crockery, shoe, confectionery and countless other stores. The elevated loop encircles the district, with stations at convenient intervals, thus increasing the patronage.

## Chicago, World's Greatest Railroad Center, Adding Another to Its Already Numerous Big Terminals

Chicago & Northwestern Erecting a Mammoth Station on the West Side at a Cost of Twenty Millions.

### THE CENTRAL DEPOT

CHICAGO—Chicago is the terminus of all the great trunk lines of railroad of the United States, Canada and Mexico, thus being practically the greatest railway center in the world. The number of these great continental lines exceeds a score and they are controlled by more than 30 corporations, while the aggregate of their trackage, including tributary lines, is considerably over 100,000 miles, the extent increasing annually. In fact, the railroads running out of Chicago, with their branches and contributing lines, constitute more than half the total mileage of the railroads of the country. These lines have a trackage of 1400 miles inside the city limits, and the suburban service of the steam railroads constitute no small or insignificant part of

the rapid transit system of greater Chicago.

The six principal railroad depots in Chicago, are the Union, in Canal street, between Madison and Adams; the Grand Central, perhaps better known as the Harrison street station, at Harrison street and Fifth avenue; the Rock Island, Van Buren street, between Sherman street and Pacific avenue; the Illinois Central, Park Row and Twelfth street; the Dearborn or Polk street station, situated at the corner of those two streets, and the Northwestern.

The Chicago & Northwestern railroad is building a new mammoth handsome terminal station on the West Side, but it still uses and probably will continue to use for suburban purposes for some time its depot at the corner of Wells and Kinzie streets, on the North Side. The Wells street station is comparatively new and is a handsome and well arranged structure. But like many of the public utilities of Chicago, although designed to meet the requirements of the city for many years ahead, it was outgrown within a short time after being completed.

The new station is situated just to the westward of the south branch of the Chicago river, fronts on West Madison

street, and occupies the block between Canal and Clinton streets. Measured north and south, however, its immensity appears, since it extends northward from Madison over West Washington and West Randolph streets to West Lake street, covering 10 acres of ground. The tracks will enter the terminal elevated, and arrangements are to be made to debar and entrain passengers at the various street intersections which represent their destinations. The station will have capacity for handling a quarter of a million passengers daily. It is costing \$20,000,000, and its location has done much to improve the value of property in this district of the West Side, a considerable area having been cleared of wooden structures many of which have been in existence since the rebuilding of Chicago.

Some complicated engineering problems have been encountered in getting this structure started, as quicksands were found in the process of laying the foundations, and caissons to the number of 90 or more had to be sunk to depths of from 110 to 120 feet. The juxtaposition of this huge station with the Union station, which is used by half a dozen railroads, will have the effect of making the West Side a railroad center of itself, and eventually it may be expected to revolutionize the business character of a large area of this portion of the city.

One of the constructive operations, many of which were undertaken at the time that the World's Columbian Exposition was in prospect, was the building of the Illinois Central station at Twelfth street and Park Row. The former magnificent terminal station of this system located on the lake front, at the foot of Randolph and Lake streets, was almost wholly destroyed by fire in 1871. For some score of years a temporary station, within the walls of the original building, served the patrons of the road. With the general impulse for the beautification of the city, and especially for the improvement of the lake front at world's fair time, a handsome structure was built at the southern end of the lake front park, which is now the through terminal for the Illinois Central, the Michigan Central and the Cleveland, Cincinnati, Chicago & St. Louis railroads, otherwise known as the "Big Four," while a permanent suburban terminal has been built at the north end of the park, at the foot of Randolph and Lake streets, where the old-time depot used to stand. The administrative offices of the road are located in the upper stories of the station building.

The question of the rights of the public to the enjoyment of the lake front park have not been overlooked in the solution of the Illinois Central's terminal problems. The tracks have been depressed, and a subterranean station built at Van Buren street, about half way between the Central station and the Randolph street terminal. This is to accommodate the immense suburban traffic which is destined to reach the middle section of the Chicago business district. Viaducts for thoroughfares have been flung across the right of way and now the populace of the city has entirely free access to beautiful Grand Park, which is one of the achievements of the city since the world's fair.

### NEW SHAVING APPARATUS.

A new combined electric lamp and shaving mirror has been produced, in which the reflector can be arranged to throw the light only upon the face below the eyes, no light falling upon the mirror or the eyes.

### ROLLER SKATING IN ENGLAND.

LONDON—The roller-skating fad, which became popular in England last winter, promises to continue this season as well.

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## NATURAL RESERVOIR, UNDER GROUND, TRIED ON IRRIGATION WORK

Slight Cost to Raise Acre-Foot of Water in Experiment on the Plains in New Mexico.

### IN SEMI-ARID BELT

SANTA FE, N. M.—Pumping water from the natural reservoirs underground to surface canals for distribution is one of the latest plans for reclaiming the semi-arid land in New Mexico.

In a recent experiment in New Mexico a small pumping plant, with the expenditure of \$3.50 for gasoline, raised an acre-foot of water from a well 96 feet deep.

This "acre-foot" of water is a quantity capable of covering one acre of ground one foot deep with water, which, with the ability to distribute that water just when it most is needed to the growing crops, virtually insures the highest productivity of certain crops in the semi-arid West.

But concerning some of the points made by the United States geological survey, it is not so much the ability to raise water cheaply and plentifully from these reservoirs beneath the surface as it is to be sure whether, in view of the drain upon the supply, the supply will continue sufficiently to justify expenditures for large pumping plants and elaborate systems of irrigating ditches.

The Portales valley in New Mexico lies in the eastern central portion of the territory. It is in the semi-arid belt, where some success already has been attained through dry farming methods. The valley is about 50 miles long and 10 miles wide, a total of 500 square miles. All through the valley lies the dry bed of a former stream which evidently cut the valley depression, though no water ever follows the channel.

This great dry basin lies several hundred feet below the surrounding high plains. At intervals of several miles are salt basins, and on the east bank of each of these is a natural dam of stiff, impervious clay, capable of obstructing surface rainfall of the heaviest character known in many years.

Because of these obstructing dams some of the old dry arroyos that once led water from the plains into the valley now are diverting rainfall to the Pecos river. The surface soil is porous, while underneath are impervious clays which at the lowest points in the valley raise the underground water almost to the surface.

In this valley, at a first glance, then, is one of the opportunities for pushing the irrigation idea by means of cheaply pumped water. But the experts of the geological survey are making the point that any extended use of these waters is likely to result in marked lowering of the water levels, making the cost of pumping greater, just in proportion as the drain comes upon the present supply. In this summer climate the heat induces rapid evaporation from irrigated soils, and there is heavy evaporation from the salt basins. And there is loss from the underflow.

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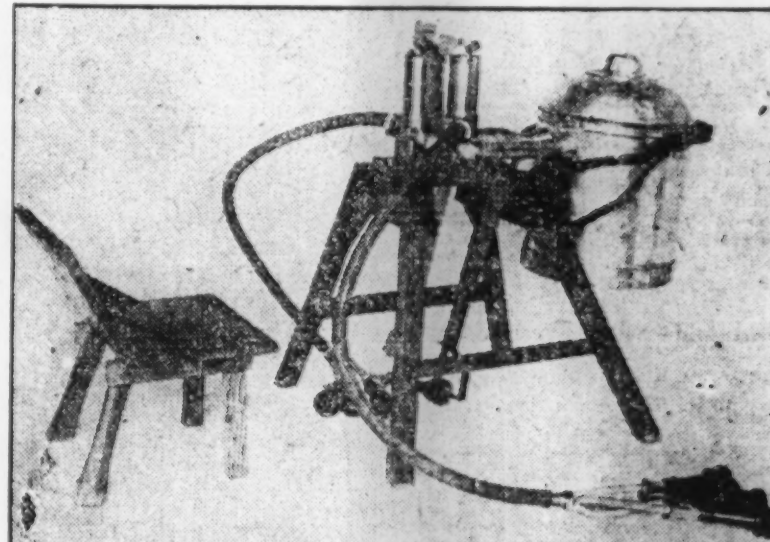
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## Fort Smith, Ark., Has Largest Walnut Lumber Mill in Operation Today in the United States

FORT SMITH, Ark.—The recent closing of the Penrod mills in Kansas City leaves Fort Smith in undisputed possession of the largest mill devoted to the cutting of walnut in this country. Twenty-five years ago, Fort Smith was one of the largest producers of walnut lumber in the nation and today it is the largest, although the cut is smaller than it was then.

So great has been the consumption of walnut that this once-plentiful wood is now almost exhausted. The principal forests are in the remote hills of Arkansas, Oklahoma, Tennessee and Missouri, the former having the largest supply, which is finding a market through this city.

Fifty years ago, walnut lumber was of no more value in this city than oak. Pine brought a better price for it was harder to obtain, the nearest being in Scott county and the lumber was either floated down the Poteau river in rafts or hauled in wagons. Walnut was plentiful near the city and when the demand grew larger vast quantities of walnut logs were rafted to this city. It is only two or three since the last piling fence built of walnut disappeared. When Hotel Main was built the stairways and columns were built of hand-carved walnut and oak and part of those stairways still remain. In some of the older frame houses there are walnut sills, studding and rafters.

Fort Smith became a walnut exporting center when Cummings Bros set up a large mill here. They also put up a furniture factory that was absorbed in the formation of Ballman-Cummings Furniture Co. R. A. Honsberger, for a time, held the distinction of being the largest individual exporter of walnut in the United States. The United Walnut Company now controls practically all the walnut of this section.

While the amount of standing walnut of marketable size is scarce it will not remain so long. Walnut grows very rapidly for a wood of such texture and value. Nearly every other high priced timber is of very slow growth. Ten years is sufficient to produce a tree large enough to cut, but twice or three times

that period is necessary to produce a tree that will cut 24 inches or upwards. This scarcity of large walnut has given rise to an extensive use of veneer.

Walnut veneer is made from the stumps, the older and larger the better, and this has given rise to a unique occupation. Men travel over the country, climbing over into the fields and examining the stumps the farmer has been plowing around for years. There is usually standing walnut nearby and the buyer makes a deal for these and generally adds, incidentally, that he will give a nominal sum for the stumps and take them out.

The farmer usually jumps at the offer. Recently one of these stumps found in a Missouri field was worth \$300. This one stump was particularly valuable because of the wrinkles and burls and warts that ran through it. The veneer sliced from it would have a beautiful waving grain with bird's-eyes and all sorts of curious convolutions. The more of these a veneer has the more valuable it is.

The men who buy these stumps and cut them say that stumps of young trees are of no value. The best ones are of trees centuries old. The more aged and gnarled the tree the richer the stump will be in the burls and bird's-eyes. Some of the most valuable stumps are of trees that were cut 50 years ago by the pioneers of this country. The best of them are found along the rivers, where the lands are too rough to be cultivated.

From these tracts the trees were cut for lumber or firewood and the stumps remain to be dug up half a century later and used to decorate some parlor in a modern house.

The men who cut these stumps into veneer do not always get them for a small price. Many farmers know their value and demand it. There recently arrived in Kansas City one for which the man who dug it out demands \$300. This stump is nine feet in diameter at the butt of the tree.

The making of veneer is a very interesting process. The stumps are trimmed and steamed for hours and then fastened into a veneer machine, where they revolve against the cutting edge of a great knife that slices off a thin veneer

as the stump turns. This veneer will be used for covering pianos, the finest kinds of furniture and cabinet work, and the inside of Pullman cars.

The process is the same as that employed by the Eagle Box Company, and American Veneer Company of this city, and can be seen in operation at those plants any day. They cut only soft woods and therefore do not employ as delicate machines as are used in cutting walnut veneer. They get their timber green and therefore escape having to steam it.

Circassian walnut, which is much used for veneers and costs more than the American black walnut, is not nearly so rich in color and grain. It comes from the Ural mountains in Russia. It is becoming exhausted, too, and is very high in price. The wood of the gum tree that grows in the swamps of this state and elsewhere is used as an imitation and substitute for Circassian walnut. It is so nearly like it that only an expert can detect the difference.

Millions of feet of gum logs are shipped every year to Europe and there cut into veneers and polished and sent back to America and sold at a high price for genuine Circassian veneer. The gum is sometimes called satin walnut, and as such has an extensive sale where red gum can not be sold at a nominal price. It has been used extensively in the furniture factories here ever since their location.

Owing to the scarcity of big walnut logs and the small lumber that has gone to the European market in recent years, the demand for it has fallen off and it has been supplanted by mahogany.

There are other reasons why mahogany has taken the place of walnut. Mahogany is 30 per cent cheaper in Europe than walnut. It is much larger, too. Walnut logs from which segments four inches thick may be cut are scarce, and walnut logs from which such segments 26 feet long may be cut are almost impossible to get now.

Another factor in the disappearance of walnut lumber is that mahogany is much softer and easier to cut. A mill can cut 35,000 feet of mahogany a day, when it will cut 20,000 feet of walnut.



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April 21, 1903.	\$ 413,401.29	Sept. 4, 1906.	\$4,899,145.59
Mar. 28, 1904.	1,565,972.23	Dec. 3, 1907.	5,850,699.96
Mar. 14, 1905.	2,519,807.78	Nov. 27, 1908.	7,922,915.72
Sept. 1, 1909.	7,461,261.64	Sept. 7, 1909.	7,845,702.24

NOVEMBER 9, 1909. \$8,011,962.23

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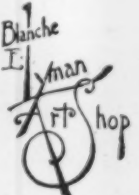
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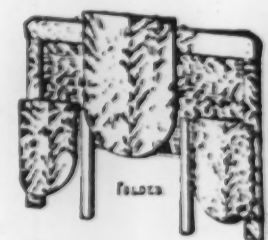
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# Propose "State of Chicago" by Taking City Away from the State.



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REMARKABLE BIRDSEYE PHOTOGRAPH OF THE DOWNTOWN LAKEFRONT OF WESTERN METROPOLIS, WHERE IDEA HAS BEEN ADVANCED FOR SEPARATING THE CITY FROM THE MOTHER STATE.

CHICAGO—The creation of the State of Chicago, through the separation of Chicago and Illinois, was proposed some time since in an article in the Saturday Times, the writer declaring that there were two political entities no longer possessing a harmony of purpose or desire.

"The great city of Chicago," said he, "has almost reached the limit of endurance. It has come to that always pitiful stage where harmony between itself and its parent state of Illinois is seemingly impossible. Why not, then, a new state—the State of Chicago?"

"At first impression it sounds like too bold a move, it sounds like a thing too radical. And it sounds, likewise, as a lack of state patriotism on the part of Chicago. Nothing, however, could be further from the truth, as the state of Illinois, outside of Chicago, would be benefited quite as much as the big city in the northeastern corner. It would merely be a separation of two political governments no longer in harmony; two governments that have ceased to have in common the interests of each other."

"It is impossible for a city of 2,000,000 inhabitants, living under the changed and enlarged conditions of 1909, to be correctly governed under the same laws and the same charter that were granted to it,

when a mere struggling hamlet of 1837.

"And yet such is the present status of Chicago, and it will undoubtedly remain so until there takes place a separation between the city of Chicago and the state of Illinois. Chicago has repeatedly asked for new laws under which its growth and proper government might be enhanced. And as often as the request has been made it has been denied by the parent state of Illinois. It is the inevitable result of lack of sympathy and understanding—that is all."

"In 1862, Virginia, no longer a unit politically, socially or commercially, was divided into two states—each forming a more perfect political entity. The case of Virginia then, as is the case of Chicago now, was the outgrowth of an incompatibility of interests. And the resulting separation worked to the advantage of both sections."

"The state of Illinois has within its borders 4,821,550 people according to the census of 1900. Its area is 56,663 square miles. Far off in the corner of this political division—for all states are but 'political' divisions—over 2,000,000 of its population lives, in a territory not exceeding 190 square miles. Reduced, this means that two-fifths of the people of Illinois reside in a district occupying but one-thirtieth of its whole area."

"Politically, however, the relation of Chicago to Illinois becomes more complex. According to political conditions the formation of the states of the Union

## It Is Argued by Writer in the Saturday Times That the Interests of Great Western Industrial and Commercial Center Are No Longer Linked With Those of the Commonwealth and That Separation Would Benefit Both.

has not always been consistent with the advance of population or the local requirements of the inhabitants. We have Nevada with its enormous area and its scanty population, but also with its senators in the national congress. We have Rhode Island with its small area and its rather large population, and we have Chicago—second city in the Union

today, whose interests politically, socially and commercially, have little or nothing in common with the state of Illinois—lacking in representation in its own state, though its importance as a political unit is far greater than that of the whole state of Rhode Island or the vast area we call Nevada.

"The community of purpose between

the people of Chicago and the people of Illinois is entirely lacking. Subtract Chicago from Illinois and the metropolis of the state would then become a city of some 60,000 or 70,000 people. Ask the first 100 people you meet on the streets of Chicago from whence they come and you will find that they are either native born or have come from

the eastern states or some foreign land. They have never been out into the state. They know as little of Illinois corn and oats as the 'down-staters' know of Chicago's \$1,000,000,000 worth of yearly manufactured products. Ninety per cent of them could not tell you where Peoria—the second city of the state—is located, while probably none of them have ever heard of a great majority of Illinois' towns. In the rural sections the same conditions, transposed, exist. Of Chicago the average Illinois farmer knows little. He has probably heard of the stockyards, the drainage canal, the board of trade, and Lincoln park, but beyond these things his knowledge of Chicago is as vague as that of the brigand of Morocco. There are few instances where the people of Illinois—taken as a whole—send their sons and daughters to Chicago and there are still fewer instances where Chicagoans have emigrated into the rural districts of the state. Even the great state university at Urbana boasts comparatively few students from the Chicago district, while the 'down-stater' is equally as great a curiosity in the University of Chicago."

"Politically, the needs of the state at large are not recognized by the representatives in the legislature from Cook county while the interests of Chicago—the great metropolis understood so little by them—fare equally badly at the hands of the rural representatives who help to make her laws."

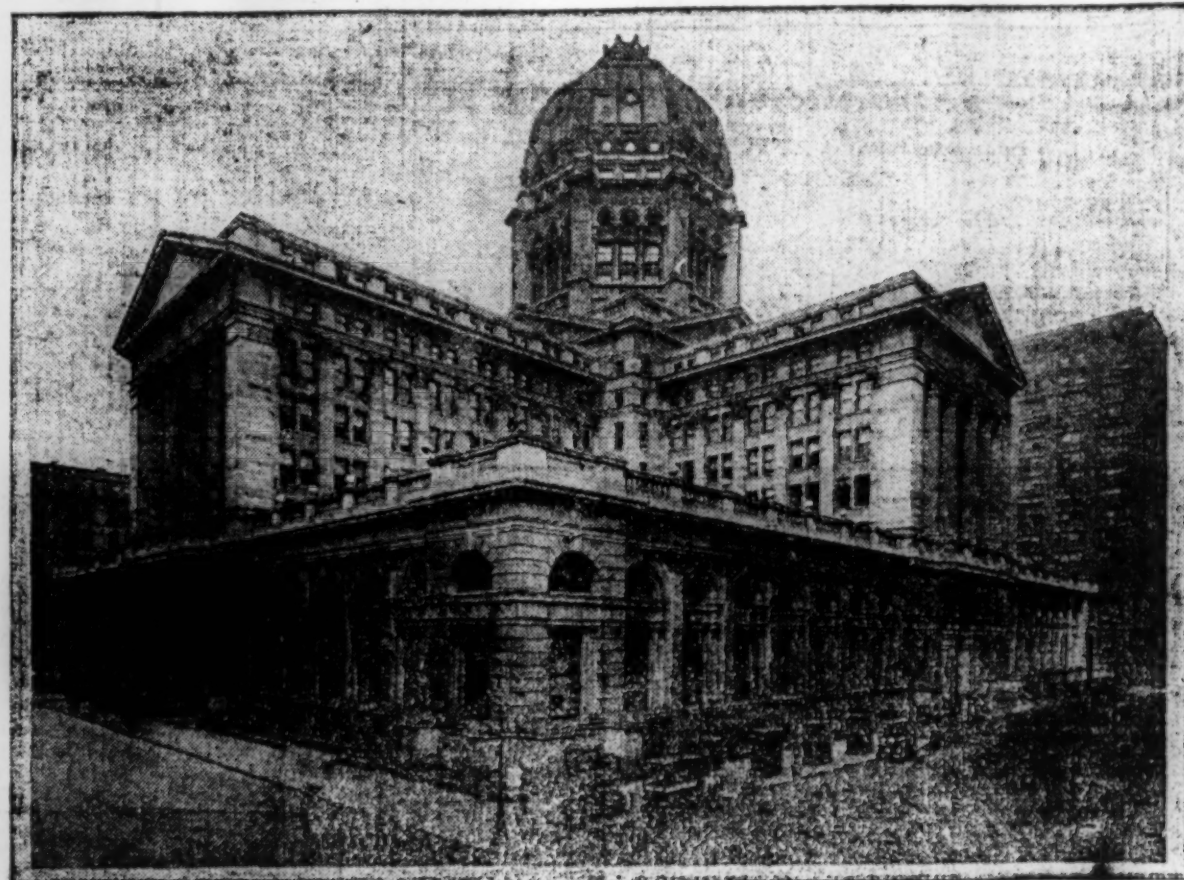
"Chicago cannot be said to have grown up with Illinois in the same sense as have most of the cities of the Union. The rapid growth of the metropolis has been greatly due to immigration. And it is for this reason that the knowledge of its citizens and their interests in anything pertaining to Illinois is practically nothing. When they go away they tell the people they meet that they are from Chicago. The thought of their being likewise 'from Illinois' seldom enters the Chicagoan's mind. In this they differ from the Bostonian and the Philadelphian and the San Franciscan who acknowledge equally the allegiance to the respective parent state. And so it will always be—the Chicagoan for Chicago and the Illinoisan for Illinois. Why then keep up longer the farce of political unity? Why should we longer see each year at Springfield, the state capital, the same wrangle, the same jealousy and the same lack of understanding between the

representatives of Chicago and those of the rural communities within the state? If we can no longer pull together toward a common cause of progress and advancement, why not pull alone? The interests of Chicago and the interests of Illinois are each—in their respective way—too vast, too important, longer to be hampered and retarded by this yearly strife."

"Without the county of Cook there are but three or four communities in Illinois the people of which, in any way, have interests common with those of Chicago. Combine these communities into a new political unit and an ideal arrangement results—two great commonwealths, the state of Chicago and the state of Illinois. The counties of Cook, McHenry, Lake, Kane, DuPage and Will—united to form a new state—would give an area to the new commonwealth of 3826 square miles and a population of (1900 census) 2,084,750 people. That then would be the state of Chicago. We have left the great agricultural state of Illinois containing 2,736,800 people in an area of 63,024 square miles. We have two great commonwealths composed of people in perfect harmony. For the people of both states would find, as a result, a community of interests. The state of Illinois becomes a similar commonwealth to the state of Iowa and is not burdened with the effort to harmonize with the great metropolis in the far corner, which they do not know and which they fail to understand."

"On the other hand, the great metropolis is no longer hampered by country law-makers. It no longer has two sets of laws. It becomes a full grown political unit fit to take rank in the brotherhood of states. It has a population greater than a majority of the states of the Union, and an area greater than that of Rhode Island and Delaware combined. Its separation from the state of Illinois does not in any way affect the commercial interests that it has had with the rest of the state, for even now southern Illinois looks to St. Louis and not to Chicago, while western Illinois looks to Iowa."

"We find instead two states—the urban and the rural—Chicago and Illinois—each advancing more rapidly and with greater strides than at any other time in their history. We find that they will become greater political units, composed of happier, more prosperous people."



MAGNIFICENT FEDERAL BUILDING POINTS TO IMPORTANCE OF CHICAGO.

## UNITED STATES IS PRODUCER OF VARIED PRECIOUS STONES

ORDINARILY the territory of the United States is not looked upon as a field of production of precious stones, says the Chicago Tribune. Within the last 12 or 15 years much attention has been attracted to the fresh water pearl, taken from the common clam of the rivers. That diamonds, turquoise, sapphires enter into the country's production in notable figures is overlooked.

Last year the total production of precious stones other than the fresh water pearl amounted to \$416,083, as shown by the geological survey. The figure, too, shows a falling off of more than \$50,000 for 1907, supposed to have been caused by the general trade depression.

Turquoise from Arizona, New Mexico, Nevada and California, however, show an enormously increased valuation over the production of 1907, when the value was fixed at only \$23,840. Last year this

stone was mined to the extent 29,590 pounds, valued at \$147,950.

California, Maine and Connecticut produced 3,300 pounds of tourmaline, with a gross value of \$30 a pound, the bulk of it from Mesa Grande, in California. The production of sapphire suffered an enormous drop, from \$229,800 in 1907, to only \$58,397 last year. One mine in Fergus county, Montana, yielded most of these stones, and a small proportion of the production came from Morgan county, Missouri.

Today Arkansas is the one state which has produced the diamond in all North America. The first stone was picked up in Pike county, two miles and a half southeast of Murfreesboro, Aug. 1, 1906. Since then an average of \$2500 worth of these stones have been mined in that locality.

But in connection with the home production of these precious stones, their values sink into insignificance when compared with the country's imports of \$13,700,404 in 1908, which was less than half the importations of the year before.

## FALLS OF RHINE ATTRACT VISITORS TO SCHAFFHAUSEN

Swiss City Has Interesting Old Architecture and the Cathedral in Which Longfellow Got the Idea for the Opening of His "Golden Legend."



PRETTY FALLS OF THE RHINE.

View at Schaffhausen in Switzerland. At the right is the picturesque castle of Laufen, dating from the ninth century.

SCHAFFHAUSEN, Switzerland — In the midst of modern industrialism there is to be found in this city many well preserved specimens of mediaeval architecture of the Swabian type. The cathedral, founded in 1104 and completed in 1486, has particular interest to Americans, as the motto on its great bell gave Longfellow his idea for the opening of his "Golden Legend."

It is not, however, the town of Schaff-

hausen which attracts so many tourists to its neighborhood, but the falls of the Rhine. Here the Rhine is precipitated over a ledge of rock in three leaps 50 or 60 feet in height. The surging waters, the picturesque surroundings of great rocks overgrown with trees and bushes, and, perched directly above on the cliffs overlooking everything, the ancient castle of Laufen, dating from the ninth century, form a picture which leaves a lasting impression on the mind.

## ROAD FROM CHICAGO TO SPEND MILLIONS FOR IMPROVEMENTS

New Owners of Great Western Line Decide That Enormous Sum Is Necessary to Rebuild the Property.

ALSO A FRESH STAFF

CHICAGO—The new owners of the Chicago Great Western road have decided to spend between \$7,000,000 and \$8,000,000 in the next 12 months in the rebuilding of the property, according to the Record-Herald. The work has been begun and will be pushed with vigor.

In connection with the rebuilding of the system it is expected that the new management will be able to transform the Great Western into a "strong" line between Chicago and Minneapolis and St. Paul, and between Chicago and Omaha. In order to assist in the accomplishment of this purpose the company is to have an almost entirely new official staff. Several of the new officials have been chosen, their appointment having been announced. By the first of the year the new official roster will be complete.

The methods as well as the physical character of the road are to be completely changed, it is reported.

Among the changes to be made is the laying of 29,000 tons of steel rails, weighing 85 pounds to the yard. Thirty-four locomotives of the heaviest type for freight work have been ordered, 2000 40-ton box cars have been provided, 200 steel ballast cars and 10 new passenger cars. Forty passenger cars and 2000 freight cars are being overhauled, and 230 miles of the best automatic block signal system are to be installed between Oelwein, Ia., and Forest Home. Fifteen miles of second track are to be built and the grade on the east end of the line is to be reduced from one to one-half of one per cent.

## Melting Wood Is New Art

It is now possible to melt wood by heating it in a vacuum, the product being a hard homogeneous substance that apparently has an industrial future before it, says the Los Angeles Times. Messrs. Bizouard and Lenoir of France, after a year's experimenting, solved the problem of fusing wood, and their work has been taken up by others.

A metal receiver, a sort of boiler having a double bottom through which superheated steam passes, is filled with bits of wood; it is closed by a lid similar to that used in autoclaves, and provided with a tube and stopcock communicating with an apparatus for exhausting the air.

When the wood thus kept in vacuum is heated above 284 degrees F. the water and other volatile substances are given off first, and are drawn off by means of the exhausting apparatus, after which the heating is continued for about three

hours. Then there takes place a complex series of reactions and phenomena analogous to those that accompany the distillation of wood in a closed vessel, and in this way all the so-called pyrogenous products are separated; these in turn are drawn off, condensed and separated so that they may be utilized commercially.

Then there remain in the receptacle only the fibrous skeleton of the wood and the mineral salts, which, taken together, constitute a fusible mass. This is allowed to cool slowly, out of contact with the air, and then placed in a second boiler, which, after the air has been exhausted, is filled with nitrogen under a pressure of 1.5 to 2 atmospheres.

The whole is heated to 1500 degrees F. for two hours, and at the end of this time, the wood is melted into a homogeneous, hard mass which may be easily cast and molded into all sorts of shapes, and by adding preservatives to it during the melting process it may be rendered practically indestructible.

## CHICAGO HAS NEW BUILDING RECORD

(Continued from Page One.)

tracks. Both the Chicago Railway Company and the Chicago City Railway Company have been pushing the work of rehabilitation of tracks, under the new franchises, and have laid more than 250 miles of new track.

No review of this phase of Chicago's history for the last year would be complete without reference to the improvements in the park system. The addition to Lincoln park, on the North side, filling in the lake for a distance of half a mile off shore and a mile in length, has been pushed as rapidly as possible. Nearly 200 acres will be added to the area of the park, and provision made for a sheltered harbor for yachts, large motor boats and small steamers.

Grant park, the lake shore pleasure ground right in the business heart of the city, has begun to take on the appearance of a real park. The mountains of dirt that were left after the lake had been filled in have been leveled, grass sown, roads built. In another year this will be one of the prettiest parks in the country.

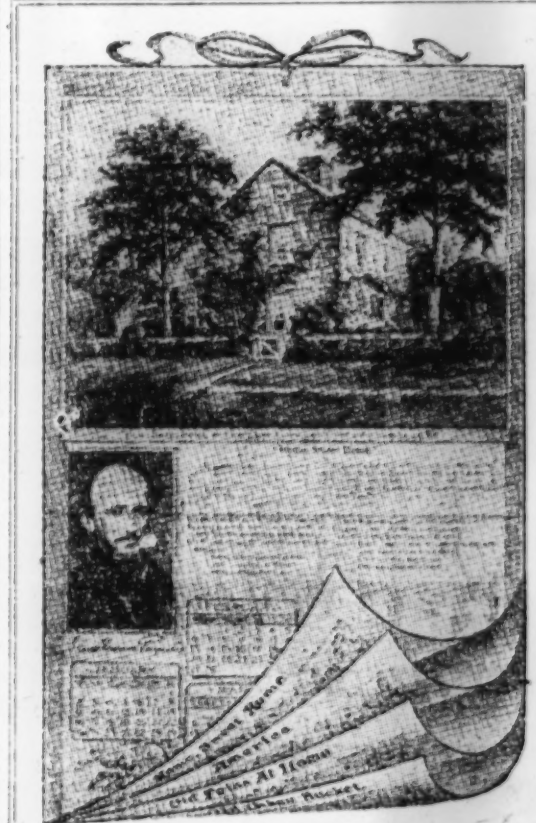
## STEEL DISPLACES IRON FOR SHIPS

In no branch of human effort have greater strides been made during the last three decades or so than in ship construction and design, says Cassier's Magazine. Thirty years ago iron, which had previously supplanted wood as a shipbuilding medium, and itself brought radical changes, was on the eve of being displaced by the subtler material, mild steel, with its greater tenacity, less comparative weight and wider usefulness.

The completeness of the surrender of iron to steel is forcibly brought home by the fact that the iron, to be had so plentifully when the demand was great, cannot be bought now.

## URGES ALBERTA TO RAISE SHEEP

EDMONTON, Alberta — An effort is being made by the live-stock commissioner to increase the interest taken throughout the Northwest in the raising of sheep, a matter which has been neglected by the farmers generally owing to the depredations of coyotes. It is pointed out that with proper fencing, which can be done without great expense, sheep may be successfully and profitably raised even on the prairies.



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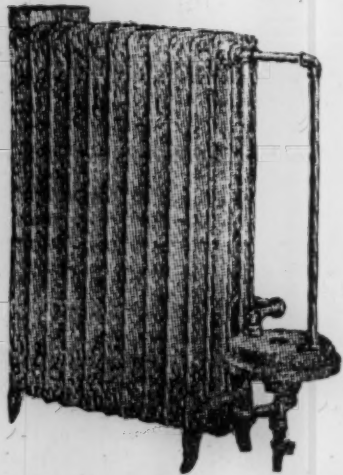
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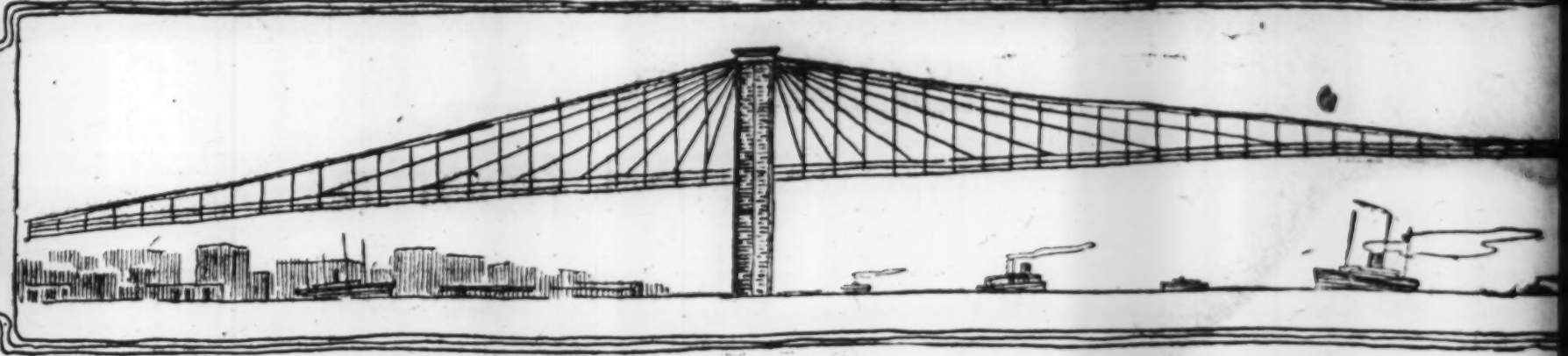
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**PURCHASE OF MANHATTAN ISLAND FROM INDIANS**  
By Gov. Peter Minuit, 1626, for trinkets worth \$24. Painted by A. Fredericks.



# THE BASIS OF A REAL E

*Enormous fortunes are being made every day in real estate in New York where values have increased nearly 200% in the past five years.*

## A Few Facts

The best security on earth is earth itself—real estate—and above all New York Real Estate.

The Island of Manhattan was bought for \$24 in 1626. \$24 today will buy only a small fraction of one square inch.

During the five years ending last year, real estate values around New York increased on an average of nearly 200%. The greatest increase on a particular piece of property during this period was 200%, while the smallest was 50%. From last year to this year the average increase in land values around New York was 24%.

The greatest increase on a particular property was 40%, while the lowest was 14%.

The population of New York City in 1627 was 200. In 1909 it is 5,000,000, and by a carefully compiled table based on the forecasts of experts, it will be 21,000,000 in 1950.

1000 new people come to live in New York City every day—50,000 couples are married in New York City every year—125,000 children are born in New York City every year.

The assessed valuation of property in New York City increases at the rate of a million dollars every twenty-four hours.

The assessed value of taxable property in New York City is greater than the combined assessed valuation in Chicago, Philadelphia, Boston, Baltimore, Pittsburgh, Washington, St. Louis, Buffalo, Cincinnati, Cleveland, Minneapolis, St. Paul, Milwaukee, Kansas City, Indianapolis, Denver and Detroit.

The total wealth of Great Britain and Ireland is only eight and one-half times the total taxable wealth of New York City.

The entire wealth value of Russia is only five times New York City's taxable wealth.

The population of New York City is one in twenty of the population of the entire United States.

## Increase of Real Estate Values in New York City

By WM. WIRT MILLS

**N**OWHERE in the whole world is there any large area of real estate so enormously valuable as the 326.9 square miles embraced within the limits of New York City, assessed in 1909 at \$6,280,521,156, exclusive of \$1,239,883,789 worth of real estate that is exempt from taxation. The taxable realty alone exceeds the entire value of all the real estate in the two great States of Pennsylvania and Massachusetts.

Nor is there any real estate on the entire globe that is so rapidly appreciating in value, having doubled in assessed valuation in seven years, the increment in six years equaling the entire value of all the real estate in Chicago, \$1,800,000,000, and the increase in three years being nearly equal to the entire value of the whole of Boston, which is a little over a round billion.

Nor is there any article whatever that men buy and sell that is so absolutely certain to enhance in marketable qualities and command an increased price with each year's using as a plot of ground within this magical twentieth century city, or within a radius of twenty-five miles from the City Hall of New York.

The reasons for this certainty are the steadily increasing pressure of population, the rapidly developing manufacturing productivity, the phenomenal growth of the city's commerce, the centering of the world's financial power in Wall Street, and the fact that New York is now practically the metropolis of the globe, drawing to itself the peoples of all nations.

Round about this great city of phenomenal activity, with its ever-increasing competition for ground space for business purposes and for residences, is the suburban territory, made more accessible, and therefore more valuable, each year by transit developments. To the east of Brooklyn and Queens is the rest of Long Island, to the north of the Bronx is Westchester County, to the west of the Hudson lies New Jersey. Improved electric traction and tunnels and subways and bridges have had the practical effect of bringing these sections ten miles nearer the heart of the city, thus opening a wide territory to the torrential growth of the Metropolis, and giving city lot values to farms.

## Investors From Everywhere

These are some of the factors that make real estate within the limits of the Metropolitan area so extremely attractive to investors that capital is pouring into New York from all parts of the world for investment in realty, assured of returns that are not paralleled by the experiences of any other legitimate enterprises.

While competition has reduced the earning power of money in nearly every line of production, competition has increased the returns upon money put into New York real estate, for this city is the center of the world-wide competition in finance and trade, in manufactures and invention, and the lively bidding of 140,000 newcomers each year, nearly as many people as there are in Rochester, for space to work and trade and live in this Metropolis is the absolute guarantee of yet greater advances in the value of every foot of realty in or about the city.

It is not in the appreciation of values in the heart of the business and financial districts that the realty records are most eloquent, for the percentage of increase is far more rapid in the undeveloped outskirts and suburbs, where men of small means buy single lots, or two or three, on the cutting up of some farm, and

find themselves in a few months besieged by home-seekers who want to buy up their lots at double or treble the purchase price. New York is overflowing with humanity, with men who must find places to live within easy reach of the heart of the city, and new transit facilities are bringing the farm land round about so rapidly into use for building purposes that a \$200 acre can be cut up one month into seventeen \$500 lots, and each lot be worth \$1200 within a year.

## New York's Phenomenal Growth

In population New York has increased in ten years from 3,272,418 to 4,422,685, a gain of 1,150,267, or over 35 per cent, indicating that before 1920 it will contain more people than London will have by that time, numbering over 6,200,000 inhabitants. The increase now is at the rate of nearly 400 people a day, or eighty families. Within twenty-five miles of the City Hall there are now 6,000,000, with the prospect of a population of over 8,000,000 by 1920.

## \$500,000,000 in Wages

In manufactures the city is engaged in 300 lines of production, with some 24,000 plants, employing 700,000 people, whose wages aggregate half a billion, and the products of these establishments have an annual wholesale value of \$2,300,000,000, a tenth of the entire output of manufactured goods in the whole United States.

For commerce, New York has the unsurpassed natural advantage of the finest harbor of the world, with its great bay and two tidal rivers, the Hudson and the East River, with 353 miles of water-front, with eleven great railroad systems centering at this port, with 114 steamship lines, with an annual foreign commerce of over a billion and a half, and with a total water-borne trade estimated at ten billions.

In financial power, New York has banks with resources aggregating \$6,000,000,000, holding deposits averaging \$3,500,000,000, and the amount of currency in actual circulation in the city averages \$800,000,000.

## \$300,000,000 in Traction Facilities

It is this combination of circumstances and of varied development that has made New York a maelstrom of human activity, and that has led to the most remarkable inter-urban and intra-urban railroad development.

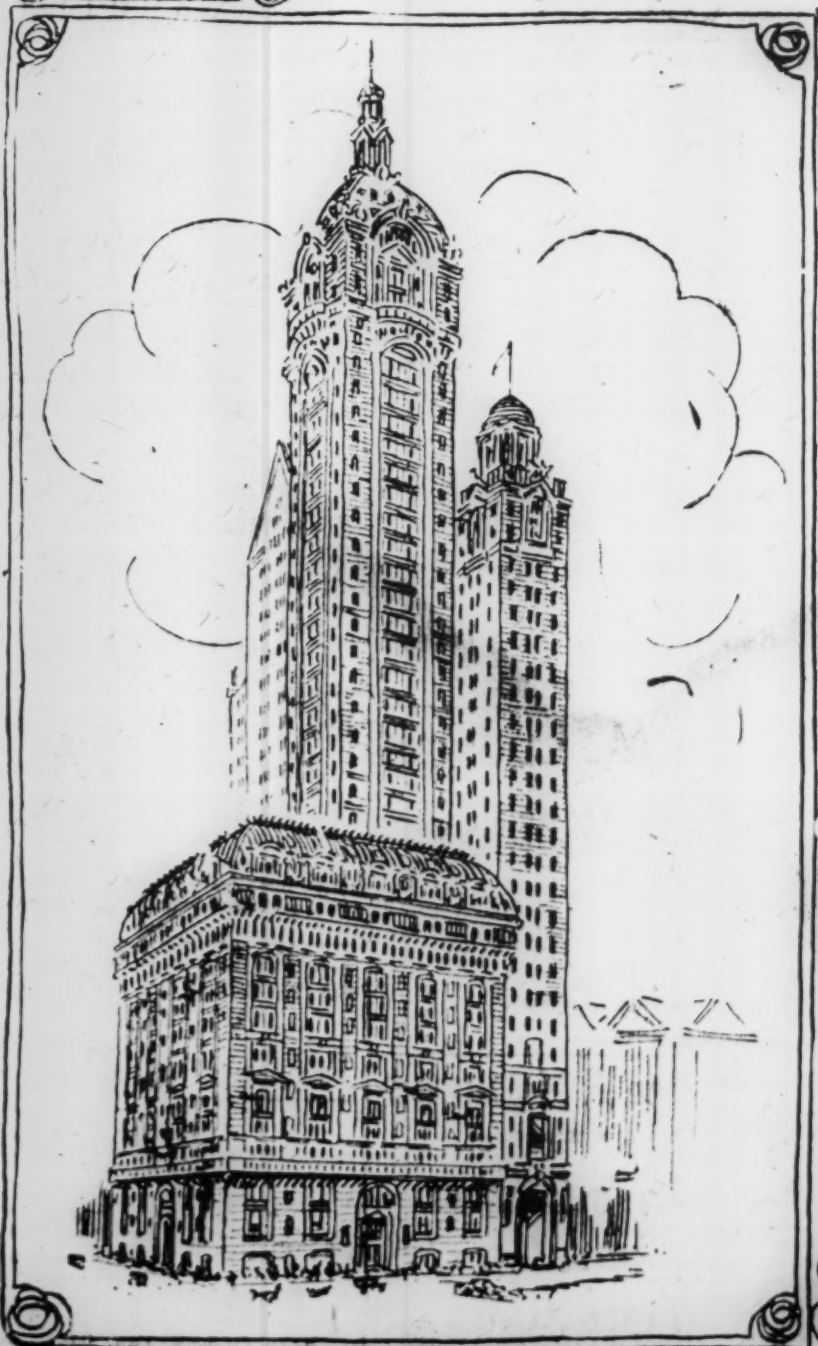
When the elevated railroads were built to supplement the overtaxed surface lines, it was thought that provision had been made for local transportation for all time.

When the municipal underground railroad was projected it was thought that it would wreck the elevated lines by taking away all their business.

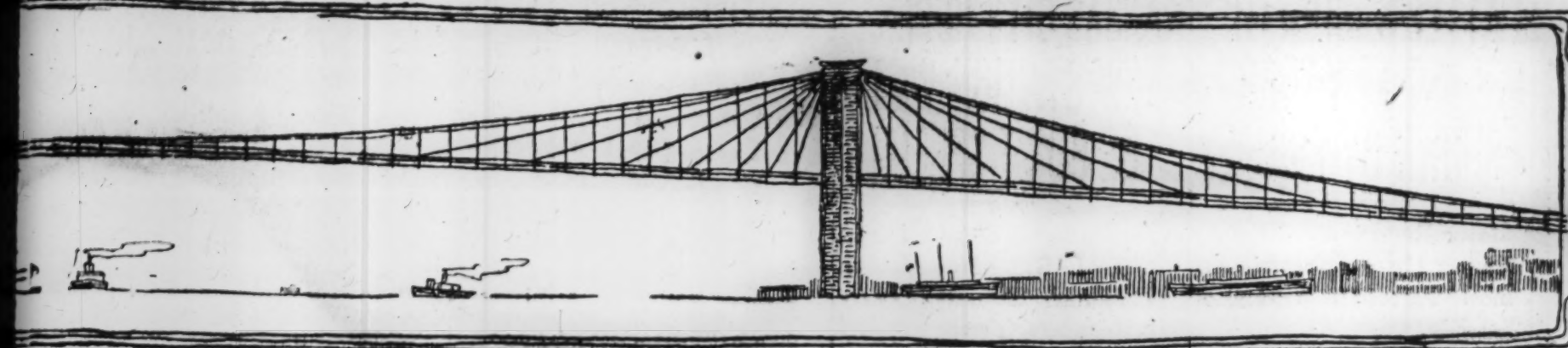
The Subway was opened in October, 1904, and in 1908 carried 300,000,000 passengers, while the elevated lines in Manhattan Borough carried 360,000,000, an increase of 70,000,000, or over 24 per cent, in four years.

All the local transportation companies now carry a total of over 4,000,000 passengers a day, or over 1,400,000,000 a year, have a capitalization of \$533,000,000, and operate their roads at a cost of \$30,000,000 a year.

The above is copied from our booklet, "New York, Past and Future." We shall be very glad to send this to you free of charge if you will write and ask for it.







CAPT. WM. KIDD'S HOME.

Tienhoven (Liberty) street; 1690. Sailing in the "Adventure Galley" to capture pirates; Kidd became one himself.

# ALL WEALTH IS ESTATE

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### The Vanderbilt Realty Improvement Company, Inc.

The Vanderbilt Realty Improvement Company (Inc.) is engaged in the business of buying and improving New York real estate in the Metropolitan Districts of New York City. It is the outgrowth of two older companies that have been in successful operation for the past ten or a dozen years.

#### The Officers

S. P. McCONNELL..... President  
EDGAR VAN ETEN..... Vice President  
WALTER A. PARCE..... Treasurer

#### The Directors

HON. S. P. McCONNELL,  
EDGAR VAN ETEN,  
WALTER A. PARCE,  
BYRON M. FELLOWS,  
H. H. RAYMOND,  
HON. JOHN G. CARLISLE,  
WILLIAM HARMAN BLACK.

The Hon. S. P. McConnell, formerly the president of the G. A. Fuller (Construction) Co., is well known in New York, Chicago and all the large cities of this country, as he was formerly a circuit court judge in Chicago, Ill. He resigned that position only to take the presidency of the Fuller Company. This company, as is well known, were the pioneers in the building of sky-scrapers and has in fact built the larger part of these buildings both in New York and Chicago. He is also President of the Atlantic Development Corporation.

Mr. Van Etten was formerly Vice-President of the New York Central lines, and is a well-known financier and railroad man.

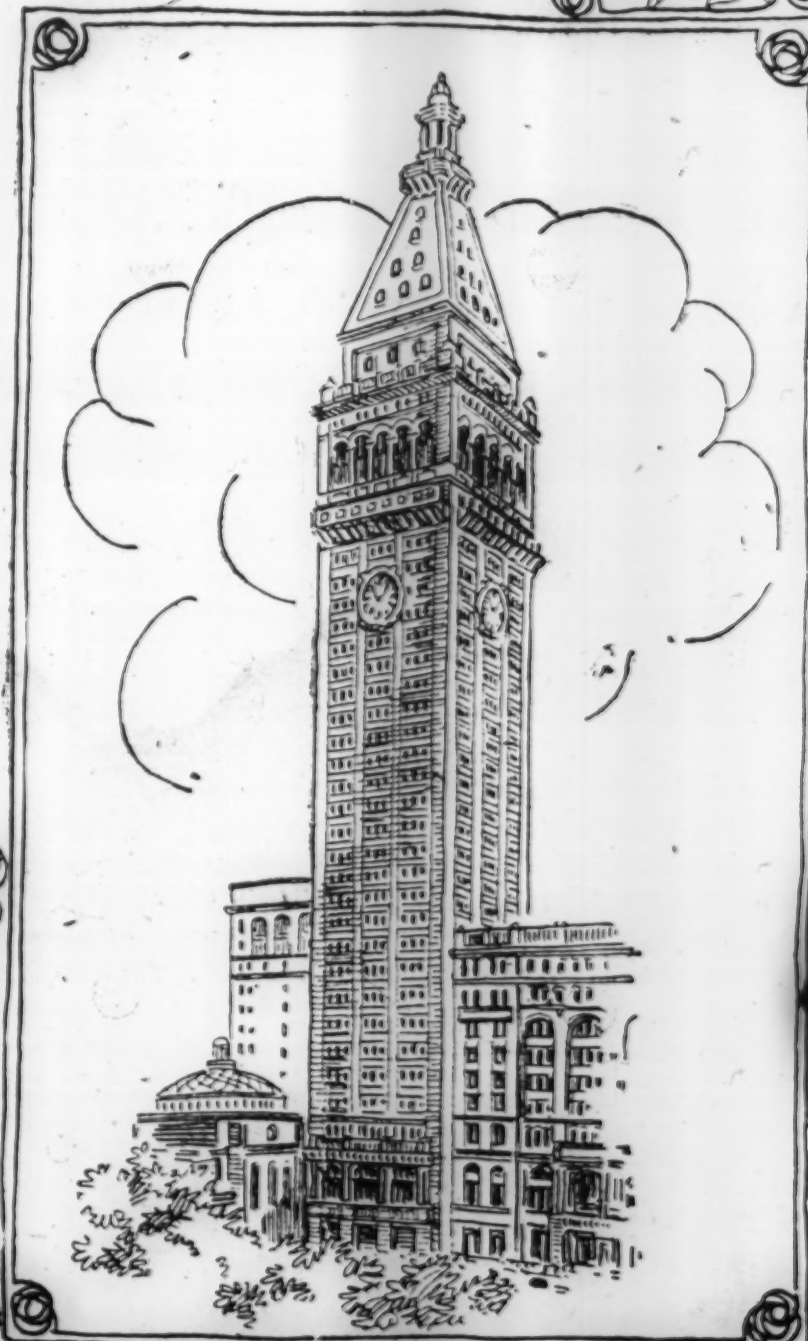
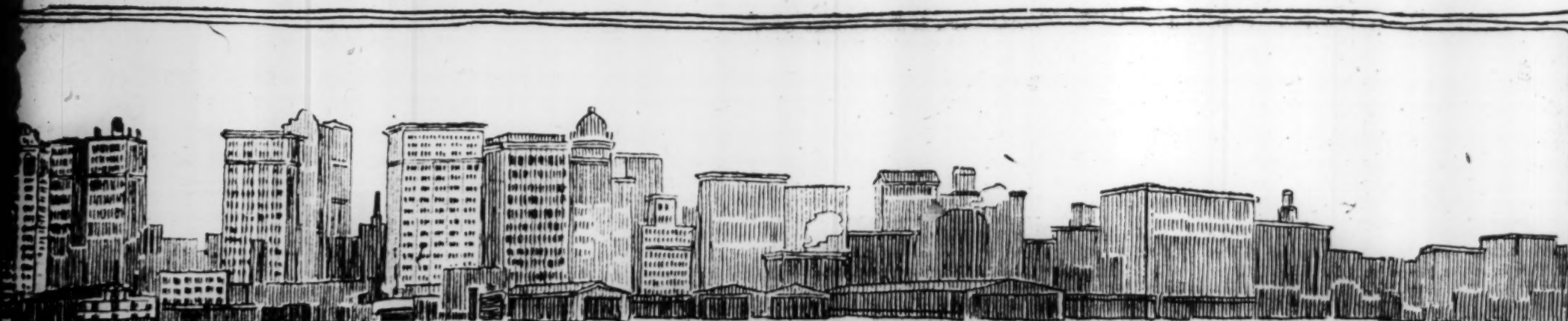
Mr. Parce is President of the Dispatch Building Company and the founder of East Rochester, New York.

Mr. Fellows is the Treasurer of the United States Realty Improvement Company and also of the George A. Fuller Company.

Mr. Raymond is Vice-President and General Manager of the Clyde Steamship Company, and also occupies the same positions for the Mallory Line.

Mr. Carlisle is a well-known attorney and financier, is a director of the National Bank of Cuba, and was Secretary of the Treasury under President Cleveland.

Mr. Black was formerly Commissioner of Accounts for the City of New York.





## Cincinnati's Ohio River Water Now Well Clarified By the Operation of Its Fine Filtration Plant

City's Importance As a Manufacturing Place Shown By List of Over Five Thousand Establishments

### DEVOTED TO MUSIC

CINCINNATI—The recent report of the chief engineer made to the board of trustees, commissioners of water works, of Cincinnati, tells the story of a great undertaking. The filtration plant is the most essential feature of the new water works. The filter plant consists of three coagulation basins, a head house, filter house, and chemical house, also of a wash water reservoir and the clear water basin, together with the necessary piping, valves and valve houses. The head, filter and chemical houses form a continuous building 137 feet by 629 feet. The material used in construction is concrete, except the outer walls, which are of brick with stone trimmings. The filter house contains the 28 filters, each consisting of two sections, having a capacity of 4,000,000 gallons per day. The only chemicals used are crushed lime and sulphate of iron. As the required strength of the solutions varies with the changing character and condition of the settled water, a systematic and accurate regulation is secured by means of a gong operated by a clock, and contact disks. When the strength of the required chemical is decided upon, the proper contact disk is inserted which, by means of the gong, directs the laborer as to the proper moment for emptying the bag.

The results of the operation of the plant for the year 1908 were carefully tabulated by the superintendent of the plant. The quantities of water treated, filtered, used, wasted and lost; chemical and bacteriological data obtained in the examination of Ohio river water; cost of operation in detail and cost of filtered water; all these were treated in detail. It was shown that 15,909,416,999 gallons of water were filtered during the year 1908. The most turbid water occurred during the months of February, March and April, when the river is at its highest stage. The average amount of sulphate of iron applied per gallon for the year was 1.53 grain, and of lime 0.89 of a grain. The American system is the one employed, it being found that the English filters were not applicable to the waters of the central west.

Cincinnati has a fine series of public parks. Of these Eden Park is the largest, containing 216 acres. It is situated on a hill overlooking the city and the Ohio river, and has two reservoirs so constructed as to resemble natural lakes. Burnet Woods, in the northern part of the city, contains 170 acres of woodland. Hopkins, Lincoln and Washington are smaller parks.

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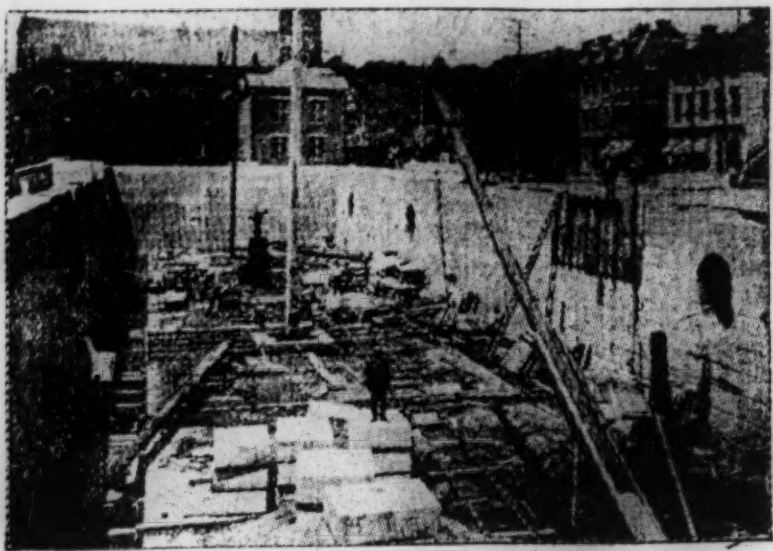
William H. Reeves. John M. Baillie.

REEVES & BAILLIE

ARCHITECTS

Y. M. C. A. BUILDING

Peoria, Ill.



PUMP PIT AT MAIN PUMPING STATION, CINCINNATI, O.

The total cost of operation, maintenance and repairs of the new works for the year 1908, which included the filtration plant and all supplies, as well as lighting, was \$245,749.97, or \$16.00 per million gallons of water delivered to the consumers by pumps at the main pumping station, which included also the cost of repumping.

est, containing 216 acres. It is situated on a hill overlooking the city and the Ohio river, and has two reservoirs so constructed as to resemble natural lakes. Burnet Woods, in the northern part of the city, contains 170 acres of woodland. Hopkins, Lincoln and Washington are smaller parks.

Of all the notable buildings of the city the most prominent is the U. S. government building, which cost \$5,200,000. Others specially worthy of mention are the Y. M. C. A. building, which cost \$201,063, and the city hall, erected at a cost of over \$1,000,000. St. Peter's cathedral is a splendid edifice, containing an altar of Carrara marble made in Genoa, and an altar-piece "St. Peter Delivering," by Murillo.

The last federal census reported 5127

manufacturing establishments in the city, employing \$100,582,142 capital and 63,240 persons. The principal industries are men's clothing, foundry and machine shop products, slaughtering and meat packing, boots and shoes, carriages and wagons.

Cincinnati is generously supplied with educational advantages. In addition to its public schools it has a large number of private and parochial schools. The city is specially devoted to music, and its library facilities are excellent. Quite a charming feature is the series of "Stories of the Pictures in the Children's Room," issued by the public library. Donatello's "St. George," the Duomo at Florence, Michael Angelo's "Mother and Child" and an "Old Woman," by Rembrandt are included in the first series of this little publication.

## ENGLISH WAGES FOR LABOR IN AGRICULTURAL PURSUITS

Steady Increase for Three or Four Seasons Up to Last Year—Tendency of Country Workers to Seek Employment in the City—Scotch Yearly "Hirings."

LONDON—The wages of agricultural labor form an interesting item of the labor returns recently published by the English board of trade for the year 1908. These statistics show that for the year the actual cash wages paid for agricultural labor, irrespective of any extras or allowances, averaged approximately as follows: For the northern countries of England 18s. 6d. a week; for Wales, 16s.; for the Midland countries, 15s.; and for the southern and western counties only 14s. 6d. Taking the whole of England and Wales together, the average wage during that year for agricultural labor proved to be 16s. per week.

From 1899 to 1905 a gradual decrease appears to have taken place in the sum paid in wages of this kind annually in England. On the other hand, from 1905 up to last year there have been again steadily on the increase, while during the same period agricultural wages in Scotland and in Ireland seem to have changed but little.

The wages earned by special trades in connection with agricultural work are of course on a different scale to the returns thus stated, and it is interesting to refer to them comparatively when reading the above figures. For instance, gamekeepers, woodmen, gardeners, hedge layers, cattlemen, thatchers and many others may all be regarded as coming under the heading of agricultural work though differing in degree from the calling of the ordinary or general agricultural laborer.

These more special trades for this if enumerated in full would form a considerable list, but to take for this purpose the three leading examples of those particularly referred to already, namely a gamekeeper, a woodman and a gardener, it is not perhaps out of the way to say that a gamekeeper may earn from 24 to 30 shillings a week in wages with a free cottage and a certain allowance of coal as well, that a woodman may receive a wage of from 22s. to 28s. a week, with a free cottage and coal; and a gardener from 19s. to 26s. a week, also with a cottage and coal. In the case where a man has a large staff under him and greater responsibilities, these wages may be considered as increased proportionately, and in the case of a youth learning the work very largely reduced indeed; but these figures may be taken as representing very approximately the wages earned in these particular trades throughout the country generally.

They show the higher rates of remuneration earned by men who though still engaged in a country calling as opposed to town work, have made, from the start, a specialty in some particular branch of labor requiring slightly more skill than is usually demanded of the ordinary agricultural laborer or farm hand.

The advantage of thus specializing from boyhood is considerable. The man who has done so is still equally capable of performing the more ordinary routine of general labor should cause arise for him to do so, while, as a rule, the man who has not specialized at all must generally remain an ordinary laborer.

The mode of agreement between employer and employed, like the rate of wages has differed and still differs in carrying degrees in one locality from another. Thus in the more northern districts of England and in Scotland, in-

stead of engaging labor by the week or by the month, with a prearranged agreement on either side between the parties as to notice, the agreement in the majority of cases for farm or agricultural labor is for a year. These agreements are entered into at general meetings known as the "hirings," held as a rule in some market town on a fixed date in the year, when all those seeking such employment in the district are present. On such an occasion each employer seeks a man suitable for his particular vacancy and the laborer looks for an employer having a vacancy suited to his special requirements at the time. In this manner demand and supply in the matter of labor are brought into direct contact with each other.

It often happens that a farmer requiring hands will in this way engage an entire family, the father and the lads working on the farm as regular hands and the women doing work by the day at such busy periods as hay time and harvest. These women workers may constantly be seen in the fields of northern England, whether hoeing turnips, making hay or loading corn, dressed with shawls and broad-brimmed hats that are usually trimmed alike on the particular farm to which they belong.

The local term for these women workers of agriculture is that of "bondager." The word has a quaint historical sound, and if its origin were looked for the search would doubtless lead the inquirer away back some centuries into the past. Where ancient customs are so rapidly passing out of sight it is curious to come across terms of this kind, though they probably adhere more persistently to the land and the callings relating to it than to other trades and pursuits.

A family thus engaging for the period of a year will usually receive a free cottage and garden. The men will be paid an upstanding wage and the women receive wages by the day or according to piece work. Certain extras and allowances may be granted to them at the more busy seasons for late work, and they will possibly have as well so many hundred yards of growing potatoes in one of the employer's fields, in addition to, perhaps, other items, according to the custom of the district.

Taking even the lowest of the first-mentioned averages for ordinary agricultural or general labor in 1908, namely that for the west of England at the rate of 14s. 6d. a week. This represents an annual wage of £37 14s. Although other conditions and circumstances have altered economically since the year 1725 A. D., it is nevertheless interesting to find that industrial history considers the annual wage of an ordinary peasant in England engaged in agricultural employment about that period to have been equivalent to £13 or £15, certainly less than one half of the present lowest average wage.

Of later years the tendency has been for the more enterprising of country laborers to migrate to the towns, one of the causes of this being no doubt the hope of a higher wage. Present economic conditions would, however, seem rather to discourage this inclination. Better wages are earned by more skilled work and by work better done, and this may be achieved in the countryside as well as in the towns.

## SEATTLE'S GROWTH IN LAST FEW YEARS SHOWN BY FIGURES

Assessor Reports Real Estate Values Have Increased Almost Threefold in Half a Decade.

### RAILROADS HELPED

SEATTLE, Wash.—The remarkable growth of this city is concretely shown by the fact that five years ago the assessor reported the real estate values of the city to be only \$53,000,000. In 1908 these values had jumped up to \$150,000,000, almost a three-fold increase in four years.

The explanation of this remarkable rise in these years is, that the decision of the Union Pacific and the Milwaukee & St. Paul railroads to enter the city finally settled the question of supremacy on the sound and made it certain that Seattle was to be the northwest gateway of the traffic between America and the Orient.

Putting all boasting aside and considering only the facts, Seattle has made an amazing record for growth. In 1900 the population was little more than 80,000; now what are called conservative estimates put it at 225,000, while the more enthusiastic say 300,000. It is confidently predicted that the census next year will show a population of more than the latter figure.

In its business center Seattle has the appearance of Chicago. The throngs on the streets are great, and there are signs of hustle everywhere.

A factor of large effect upon the growth of Seattle was the gold output in Alaska. During the last two years this has amounted to \$22,000,000 per year. Such a stream of gold makes a fresher in business, and while it did not all come to Seattle, yet as the conspicuous port of entry it had the big benefit of the tide.

But Alaska had two other products, those of fish and furs, which approximately that of the gold yield, and combined made a much larger aggregate, as the following figures show: the gold yield of Alaska since we owned it has been \$125,000,000; of furs, \$80,000,000; and of fish, \$96,000,000, making a total of \$301,000,000. A trade so rich as this helped to make Seattle.

At the same time, the stupendous transactions in the Orient, including our Hawaiian and Philippine acquisitions, turned the attention of the country to the Pacific coast, and Seattle reaped more benefit from this new turn in the tide than any of her sister cities.

## Concrete Home Reduces Housework and Servants

Milton Dana Morrill, a young architect in Washington, has designed a \$1200 house in which all the work is play and servants would be more under foot than useful, says an article in the Survey. Being built of concrete it needs no insurance and no repairs. Sweeping, which is done with a hose, becomes a pleasure; coaling a festival, and the garbage man a myth.

Mr. Morrill is much interested in the proper housing of wage earners and, as he points out, their problem has changed entirely within the last few years. Not very long ago the working man had to live near his work. Today, increased transportation facilities and lower fares combined with the rising value of land in the factory districts has increased the residence zone to many miles around our large cities, and Mr. Morrill comes opportunely with his designs for separate houses for working people.

The remarkable feature of his house is the large number of new and excellent devices it contains. Mr. Morrill's plan is to have not less than 25 houses constructed in each locality from the same set of molds; since the molds are made in sections, however, one set admits of a limited variety of designs.

Window and door frames are cast in steel. The walls of the rooms within have no plaster or wall paper, but are finished with a smooth concrete which may be tinted, or on which a wall-paper design may be stenciled. The flooring may be of concrete or of a composite terra-cotta colored material.

All corners are rounded to give no harbor to dirt, and all fixtures are bracketed from the wall, so that sweeping consists merely in removing the furniture, attaching the hose and flushing ceiling, walls and floor of each room. Heat for the whole house and for cooking is provided by the range in the kitchen. A cement jacket prevents the kitchen from being overheated and provides the space for the hot air chamber. Flues from the fireplaces throughout the house are arranged about the smokestack, forming natural ventilation.

The garbage is disposed of in a very simple but novel manner. A cast iron chamber is built into the chimney, and in this the garbage remains until thoroughly dry, when it is dropped into the fire box by means of a damper. The ice box built into the wall and opening both into the kitchen and outdoors, can be flushed with the hose. In winter, a screen on the outside is all the protection needed, and no ice is required.

The coal hole is on the roof and is filled by means of a chain block from the ground. It will hold two tons of coal, which is distributed by an automatic self-feeder connecting with the range, controlled in the kitchen by dampers.

The walls of the house may be hollow, admitting of a free passage of air about the house. Instead of a piazza the house has on the roof a solarium—a glassed-in room, furnace heated, itself surrounded by a veranda roof in the shape of awnings, and with a tile and concrete railing surrounding the whole. The roof can be partitioned and used for sleeping, the solarium providing a quick retreat in case of rain.

The concrete house has equal possibilities for the city or the suburbs. The celebrated traveler, Marco Polo, of Venice, was the first person to announce to Europe the existence of paper money in China under the Moguls. It was subsequently introduced by the Moguls into Persia, where their notes were called djaou, or djaw, a word evidently derived from the Chinese word schiao, signifying "a want of specie."

The fact of the Moguls having in China and Persia made use of paper money has induced the belief that they were the originators of it. But in the history of Tchinghiz-khan and of the Mogul dynasty in China, published in the year 1739, the author speaks of the suppression of the paper money, which was in use under the dynasty of the Soung, who reigned in China previous to the Moguls; and he also mentions a new species of notes which were substituted for the old in the year 1264.

"INN" OBSOLETE IN NEW YORK.  
The word "inn," as applied to hotels in New York city, has become obsolete. A few eating houses in out-of-the-way places still use the word.

## KANSAS CITY HOPES NEW STATION WILL BE BUILT SPEEDILY

Enthusiasts Believe Trains Should Run Into Union Passenger Terminal Early in Nineteen Twelve.

### DISCUSS THE LIMIT

KANSAS CITY—Hope is expressed here that trains may be running into Kansas City's new union passenger terminal Jan. 1, 1912, if the railroads behind the project and the contractors favored with the building contract rush the work to completion. Regardless of what excuses may be offered by any of those concerned, aside from the question of the elements and that of labor troubles, a two-year time limit is a reasonable one to complete the undertaking, according to the views of officials and construction firms and architects in Chicago.

An example is to be found in Chicago, and the project used for comparison is a parallel undertaking, the construction of the new \$2,000,000 passenger station which the Chicago & Northwestern railroad is building to cover the blocks bounded by Madison and Kinzie and Clinton and Canal streets. Contracts for the new Northwestern passenger station were let Nov. 1, 1908, and, according to a statement made by Supt. James Winter of the George A. Fuller Company, to which firm the contract was let, July, 1910, will witness a practically completed product.

In many ways the exterior of the new Kansas City station and the Northwestern station resemble each other. According to the plan drafted by Architect Jarvis Hunt, the Kansas City station will present a much more massive appearance, because of the increased ground space it will cover and because of the huge arches being placed at a considerably higher altitude than in the Northwestern plan.

### BIG SUM FOR CACTUS LEAF.

A single leaf of the best variety of Luther Buriank's Thornless cactus, the Santa Rosa, was sold for \$1000 to John M. Rutland of Melbourne, Australia, with the right to sell in the southern hemisphere, and one leaf or another variety was disposed of to the same Australian horticulturist for \$500.

### NINE MILLION TELEPHONES.

Of 9,500,000 telephones in the world, 7,000,000 are in America, 2,000,000 in Europe and the other 500,000 scattered over the remainder of the planet's surface, according to recent estimates.

## Concrete Home Reduces Housework and Servants

Milton Dana Morrill, a young architect in Washington, has designed a \$1200 house in which all the work is play and servants would be more under foot than useful, says an article in the Survey. Being built of concrete it needs no insurance and no repairs. Sweeping, which is done with a hose, becomes a pleasure; coaling a festival, and the garbage man a myth.

Mr. Morrill is much interested in the proper housing of wage earners and, as he points out, their problem has changed entirely within the last few years. Not very long ago the working man had to live near his work. Today, increased transportation facilities and lower fares combined with the rising value of land in the factory districts has increased the residence zone to many miles around our large cities, and Mr. Morrill comes opportunely with his designs for separate houses for working people.

The remarkable feature of his house is the large number of new and excellent devices it contains. Mr. Morrill's plan is to have not less than 25 houses constructed in each locality from the same set of molds; since the molds are made in sections, however, one set admits of a limited variety of designs.

Window and door frames are cast in steel. The walls of the rooms within have no plaster or wall paper, but are finished with a smooth concrete which may be tinted, or on which a wall-paper design may be stenciled. The flooring may be of concrete or of a composite terra-cotta colored material.

All corners are rounded to give no harbor to dirt, and all fixtures are bracketed from the wall, so that sweeping consists merely in removing the furniture, attaching the hose and flushing ceiling, walls and floor of each room. Heat for the whole house and for cooking is provided by the range in the kitchen. A cement jacket prevents the kitchen from being overheated and provides the space for the hot air chamber. Flues from the fireplaces throughout the house are arranged about the smokestack, forming natural ventilation.

The garbage is disposed of in a very simple but novel manner. A cast iron chamber is built into the chimney, and in this the garbage remains until thoroughly dry, when it is dropped into the fire box by means of a damper. The ice box built into the wall and opening both into the kitchen and outdoors, can be flushed with the hose. In winter, a screen on the outside is all the protection needed, and no ice is required.

The coal hole is on the roof and is filled by means of a chain block from the ground. It will hold two tons of coal, which is distributed by an automatic self-feeder connecting with the range, controlled in the kitchen by dampers.

The walls of the house may be hollow, admitting of a free passage of air about the house. Instead of a piazza the house has on the roof a solarium—a glassed-in room, furnace heated, itself surrounded by a veranda roof in the shape of awnings, and with a tile and concrete railing surrounding the whole. The roof can be partitioned and used for sleeping, the solarium providing a quick retreat in case of rain.

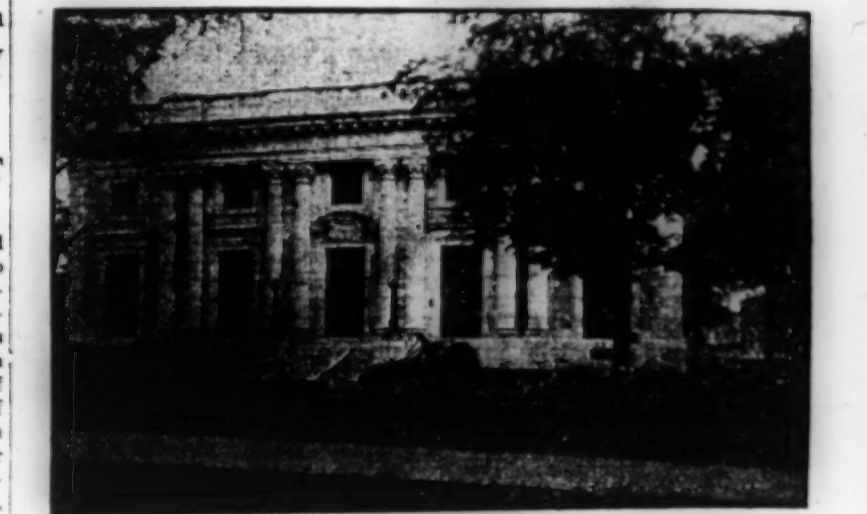
The concrete house has equal possibilities for the city or the suburbs. The celebrated traveler, Marco Polo, of Venice, was the first person to announce to Europe the existence of paper money in China under the Moguls. It was subsequently introduced by the Moguls into Persia, where their notes were called djaou, or djaw, a word evidently derived from the Chinese word schiao, signifying "a want of specie."

The fact of the Moguls having in China and Persia made use of paper money has induced the belief that they were the originators of it. But in the history of Tchinghiz-khan and of the Mogul dynasty in China, published in the year 1739, the author speaks of the suppression of the paper money, which was in use under the dynasty of the Soung, who reigned in China previous to the Moguls; and he also mentions a new species of notes which were substituted for the old in the year 1264.

"INN" OBSOLETE IN NEW YORK.  
The word "inn," as applied to hotels in New York city, has become obsolete. A few eating houses in out-of-the-way places still use the word.

## UNCLE SAM PUTTING UP FINE POSTOFFICE FOR FLINT, MICH.

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NEW POSTOFFICE AT FLINT, MICH.

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Flint is only 34 miles from East Saginaw, and large quantities of lumber are shipped here. It has important manufactures of woolens, carriages and iron. The city is on the Flint river and on the Chicago & Grand Trunk, and also on the Pere Marquette railroad. Altogether the situation is a very desirable one, and local people are not slow to improve their advantages.

This new postoffice building is simply the beginning of improvements which will beautify the city and keep pace with its growth.

## TRIBUTE IS PAID MRS. M'SHERRY

Mrs. Virginia Faulkner McSherry, of Martinsburg, W. Va., who was recently elected president-general of the United Daughters of the Confederacy, is in every way a thoroughly representative southern woman and one peculiarly fitted by natural endowments, educational training and social environment, to occupy the exalted official position to which she has been elected, says the Atlanta Constitution. Mrs. McSherry is the daughter of former United States Senator Faulkner, who ranked, previous to the civil war, among the notable men of his time.

She is also a sister of the distinguished national Senator Faulkner, of West Virginia, who, since the war, repeated the political triumphs of his father.

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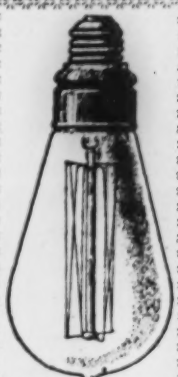


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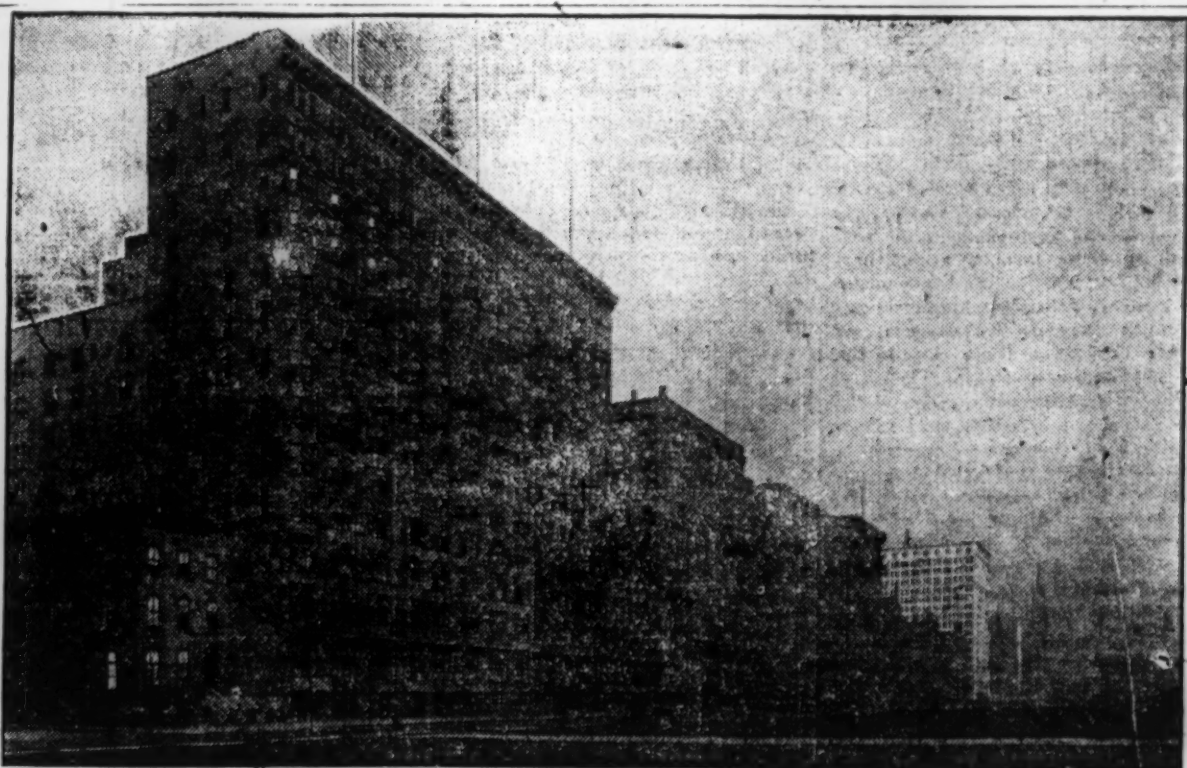
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## Union Stock Yards of Chicago Make Up a Little City Where a Vast Amount of Business Is Transacted

Twenty Railroads There Deliver Cattle, and Hogs and Sheep Are Handled by the Hundreds of Thousands.

### REALISTIC PAGEANT

CHICAGO The live stock and meat industry, which forms an important part of the business life that has built up Chicago, is carried on at the Union stock yards, extending from Thirty-ninth street to Forty-seventh street, and to the west of Halsted street, near the geographical center of the city.

A visit to the stock yards is a glimpse at the wonders that are displayed by the utilitarian side of life, in which passing pictures appear of the dashing life of the American plains of the early day. The place is a veritable city in itself, with hotels, clubs and the various accessories of living and carrying on business.

As one enters the main archway into the yards it is not an uncommon sight to see a herd of cattle being shifted from one part to another, under the guidance of a handful of broad-brimmed, hard riding men, mounted on sure-footed cow ponies, which they ride with the ease and grace peculiar to plains-bred men. This is but one of the scenes in the great realistic pageant which is always going on in the yards. Particularly from 4 until 8 o'clock in the morning, cattle are arriving from the West, while during the afternoon trains are filling and pulling out for the East loaded with the products of the meat-packing houses.

Meat packing is the oldest of Chicago industries, having been begun by G. W. Dole in the fall of 1832. The



ENTRANCE TO THE UNION STOCKYARDS.

Union stock yards were organized and opened in 1865. In the neighborhood of 400 acres of land are included in the yards, 200 being devoted to yards and the balance to railroad tracks and sidings. There are 20 miles of streets and as many miles of watering troughs, 50 miles of feed troughs and some 75 miles of water and drainage pipes. In addition to the regular city water supply there are a number of artesian wells, averaging in depth something more than 1200 feet.

Twenty railroads, with ramifications spreading all over the country, deliver the cattle in the yards and carry the manufactured products away to the distant markets. The stock yards company owns all the railroad tracks, 150 miles in length, performs all the terminal operations, including switching and shunting, and takes charge of all the live stock as it comes in. Each railroad has connection with the yards, either direct or by means of the belt line.

In a multitude of transactions the stock yards company acts as intermediary between seller and buyer, and thus

all friction is eliminated and adjustments are made with impartial hand. As it is impossible that each carload of stock that arrives should have freight and other charges paid upon it upon its arrival, settlements are made twice each week, the commission men to whom they are assigned putting up a bond for the amounts that accumulate. Buying and selling go on every day except Sunday, but Saturday has come to be a day of settlement and thus for the purpose of the actual operations of the yards the community is practically on a five-day basis. Hogs are handled by the hundreds of thousands, sheep and cattle by myriads.

The stock yards company and the commission men employ several thousand men, while the buyers and sellers who congregate there add a number of hundreds to the population of this busy city.

In the Exchange building, just inside the entrance to the yards, are the offices and counting rooms of the men who control the live stock business. There is also a bank in the same building.

## PORTLAND RUSHING WORK ON TWO NEW WATER RESERVOIRS

Additions to Systems Now Being Constructed on Mt. Tabor Will Give City One of the Best Plants on Coast.

### DOUBLE CAPACITY

PORTLAND, Ore.—City contractors are pushing the construction of two additional reservoirs on Mt. Tabor, which will give Portland one of the best water systems on the coast.

At present there are four reservoirs, the total capacity of which is about 66,000,000 gallons. The new storage basins will double this capacity.

Robert Wakefield & Co. and the Pacific Bridge Company, which have the contract to construct these reservoirs, are engaged in a race against time to get them done, for by the terms of the contract the upper reservoir, or No. 5, must be finished by July 1, 1910, and No. 6 must be ready for the water to be turned in by Oct. 31, 1910. Hurry is an essential feature in this work, for if delays occur the contractor must pay a penalty of \$250 a day.

On the other hand, if the work is finished ahead of time, for every day before July 1 that No. 5 is ready for water the contractor is to get \$250, and if the remarkable speed is attained to complete this basin before June 15 an additional bonus of \$250 a day is to be allowed.

When these reservoirs are finished they will be one of the show places of Portland, for the city owns land on the hills around the basins, and it is understood the intention is to make a park of this property.

### ELECTRIC CARS IN BRAZIL

Electricity has replaced mules as the motive power on the street railways of Santos, the Brazilian city from which so much coffee is exported.

## ISLAND OF HONGKONG RICH IN BEAUTIFUL WILD FLORA

Varied Vegetation Is Flourishing Under Protection of the English Forest Guard Service—Long List of Western Garden Flowers Also Seen.

HONGKONG—Out of the whole of the "flowery land" of China there is probably no spot which better deserves that designation than the island of Hongkong, for its wild flora is better known than that of any other place within the limits of the empire, and it has more over now for 30 or 40 years been protected from depredation by the English forest guard service. A great part of the southern portion of China has been so denuded of vegetation by fuel-gatherers that the full luxuriance of the natural flora can only be seen in the more inaccessible ravines and gorges among the mountains. What it must once have been, and will again be, when more attention is given by the Chinese government to forest conservancy may be seen from the remarkably rich and varied vegetation now growing on this island. The number of species already known—and their enumeration is not by any means exhausted yet, as numerous additions are discovered every year—is greater than that recorded for the whole British Isles, and when the small size of this island is remembered, some nine miles by five, the richness of the vegetation crowded into so small a space can be appreciated.

Visitors are often struck by seeing the favorite hothouse plants of temperate countries growing wild on every hillside. They walk out, perhaps, along the Bowen road, which leads from the town for several miles through natural woods or bushy slopes at a height of about 400 feet above the shore, and they see the well-known gardenia flowers covering the little trees with masses of white. Camellias, too, red and white, forming trees 20 to 30 feet in height are scattered through the woods. Sweetly scented jasmine and snowy clematis festoon the bushes and hang in long trails down the steep ravines, while scarlet azaleas dot the mountain sides, each in their season. Stephanotis is more rarely found in some secluded spot where rocks and trees combine to make its home. The little yellow chrysanthemum, the parent of all our lovely varieties, with their

never-ending novelty of color and form, grows wild on every mountain side.

The list of well-known western garden flowers which decorate this favored island, with all the added grace of freedom and the charm of natural surroundings, might be greatly added to. But these old friends constitute a small part only of its floral treasures; they happen to be the ones which the pioneers introduced into Europe. There are many other flowering shrubs in the island, even more beautiful than those enumerated, which all efforts have so far failed to establish in other lands. Frequent attempts have been made to send to Europe plants of rhodoleia, the loveliest, as well as the rarest of these capricious natives, but all in vain, and so far as I know, the group of old trees standing in a remote valley in the center of the island with their glossy green leaves and tassels of deep crimson flowers are almost the sole survivors of their race. There are, however, a few trees in the botanic gardens in the town. The Chinese think that the latter were introduced by the "western barbarians" and call them the "foreign hanging bell trees." They thus show that they do not know that it exists as a wild tree, and a native tree that is unknown in the wild state to these observant people must be rare indeed.

It is possible that the present generation of Chinese have been so far attracted from rural tastes and instincts by the proximity of the busy commercial port of Victoria that it no longer cares for old pursuits in mountain and valley, but its ancestors have, at any rate, left a record of their appreciation of natural beauty in the picturesque name of the island, "The island of fragrant streams," as Heungkong or Hongkong signifies.

Before the growth of the Chinese town of Kowloon on the further side of the harbor offered its market for fuel, and long before the British settled on the island, luxuriant tropical verdure probably clothed the hills, and they are now, under British rule, approaching that condition again.

## HAND DYED SCARF IS WOMAN'S WORK

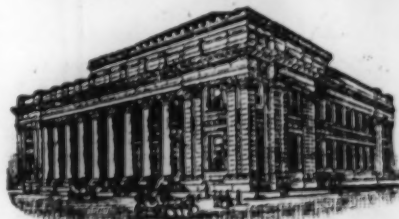
The abalone shell, or pearl blister, which looks like a captive bit of a silvery, opal tinted sunset, has a rival in the form of a scarf in which one soft shade drifts into another with a gradation of color no cruder than the blending of tones on a rose leaf, says Town and Country.

The scarf is not to be found in the shops of its highest perfection, for it is dyed by hand with utmost care and artistic consciousness by a woman who has lived long enough in the midst of beautiful things to become imbued with the necessity to give expression to their teachings in one fashion or another.

The building in which Franklin worked was occupied for 80 years as a printing house and in the back office was held the council which led up to the "Boston Tea Party." Over the printing office was a long room in which the active patriots generally met in the days preceding the outbreak of the revolution. They took the name of the Long Room Club, and Samuel Adams was the leader. In this room were matured most of the plans for resistance to British usurpation, from the Stamp Act to the formation of the Provincial Congress at Watertown.

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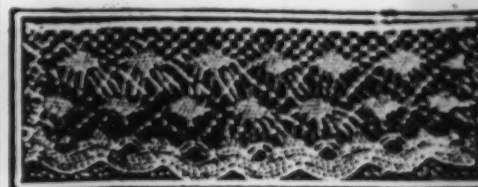
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## Boston's First Newspapers

The first regular newspaper in Boston was the News Letter, which was first issued April 24, 1704, by John Campbell, who was postmaster of Boston at that time, says the Boston America. Bartholomew Green was the printer, and the building in which it was printed stood on Washington street, very near the east corner of Avon.

The second newspaper was the Boston Gazette, which was first published by William Brooker, who was in his turn postmaster of Boston. It was first printed by James Franklin, brother of Benjamin Franklin, and the first number was issued Dec. 22, 1721.

James Franklin lost the printing of the Gazette in one or two months, as Philip Musgrave was appointed postmaster and took over the publication of the paper. But Franklin later started a journal of his own, beginning Aug. 6, 1721, the publication of the New England Courant, which was the third newspaper in the town. Benjamin Franklin was his brother's apprentice and soon began to write clandestinely for the



## BIG CHICAGO TUNNEL TO BE FLOATED INTO THE RIVER AND SUNK

Future Link in a Subway  
System Beneath La Salle  
Street Now Being 'Con-  
structed by Unique Plan.

### COST OVER MILLION

CHICAGO—The floating of a huge double-bore iron tunnel down the lake and along the Chicago river, to be sunk into place far under water as a future link in a subway system beneath La Salle street, is an interesting part of a big improvement recently begun here.

La Salle street is now partially closed to traffic. The contract for wrecking the old tunnel into which the old north side cable cars used to dip and dive out of sight under the river and for building the new one will require 550 days or about 18 months to complete. The cost will be \$1,100,000.

Chicagoans recall that several years ago the old tunnel "bumps" in the river were so exasperating to navigators that the tunnels finally were closed and abandoned, their tops were knocked in and the river settled down completely into the bottom of them.

But the idea of rebuilding them remained with the city. Anticipating an inevitable subway system for congested downtown, this La Salle street tunnel now rebuilding is to comprise one river link in that future subway. From the north curb line of Randolph street to the south curb line of Illinois street the minimum depth of the trench now digging will be 38 feet.

In the building the plan is to cut an open trench from Randolph to Lake street, removing all the dirt to river scows which will dump the refuse into the lake. Then a masonry tunnel will be built in that section, with only enough open wall approach to accommodate temporarily the street car lines which will follow down a temporary incline to the tunnel bottom. In cutting from Lake street to South Water street the dirt from the cutting will be moved back into the completed block of tunnel and be used for leveling the street again. In crossing both Lake and South Water streets, the contract calls for the open trench, which promises both engineering and traffic problems in making the ditch least obstructive.

In dredging the trench in the bottom of the river, preparation is necessary for preventing the river banks from oozing into the cut. This will be accomplished by driving a solid steel wall of "I" beams across the street on each side of the river to the maximum depth of 63 feet. This wall will be 40 feet long, east and west.

This river trench must be dug 63 feet down to accommodate the 280-foot steel and concrete tunnel. It is proposed to dig this trench after the close of navigation on the lake. With the trench dug and with the double-bore tunnel floating two-thirds submerged between the Clark and Wells street bridges, the work of placing the bores in the trench is a simple matter.

As a piece of mechanism the tunnel will be manufactured in a shipyard. It will be of three-quarter inch boiler steel, its component sheets of metal measuring 5 by 8 feet rectangles. The inside measurements of these steel tubes are to be 24 by 41 feet each. They will be riveted together for their full length of 280 feet and the ends closed by watertight bulkheads, allowing them to be floated and towed with greatest ease.

Let the description give the reader a mistaken idea of lightness, however, it is remarked that each lineal foot of this steel shell weighs 4,500 pounds, a total of 1,260,000 pounds. This is nothing, however, when compared to its weight when inside it shall be covered with an average of two and a half feet concrete lining, molded into the reinforcing lattice steel. Each lineal foot of this completed double tunnel will weigh 52,000 pounds, a total of 14,560,000 pounds.

Necessarily the bulk of this concrete will be set in the bottom of the steel shell in order that it shall sink right side up. In fact, most of this concrete is required for sinking the great tubes and holding them in place after tunnel connections are made with the shore and the water has been pumped from it. How the concrete will be distributed is shown in the comparison of the diameters of the steel shell and those of the finished tunnel.

The height of each shell is 41 feet, with a width of 24 feet. When the concrete lining is done the bores will measure 20 feet high and 14 feet wide. These figures indicate that top and bottom, the shell will have a concrete lining approximately 21 feet thick, while the sides will have two feet thickness of lining.

When the tunnel shell has been towed into the river and made fast in the center of the stream the work of putting in the concrete linings will start. The bulkheads closing each of the shell's ends will be cut away from the top to allow of ingress to workmen and materials. When the lining is in place the structure still will be floating and the opening of valves in the bulkheads will be necessary to let in enough water to drop the tunnel to the bottom.

Max Landgauch, a member of the McGovern Construction Company, is the originator of this floating, sinking tunnel bore. Practically, some such ingenious plan of working was made necessary by the United States government. Boring under the river under the conditions imposed at La Salle street, coffer dams

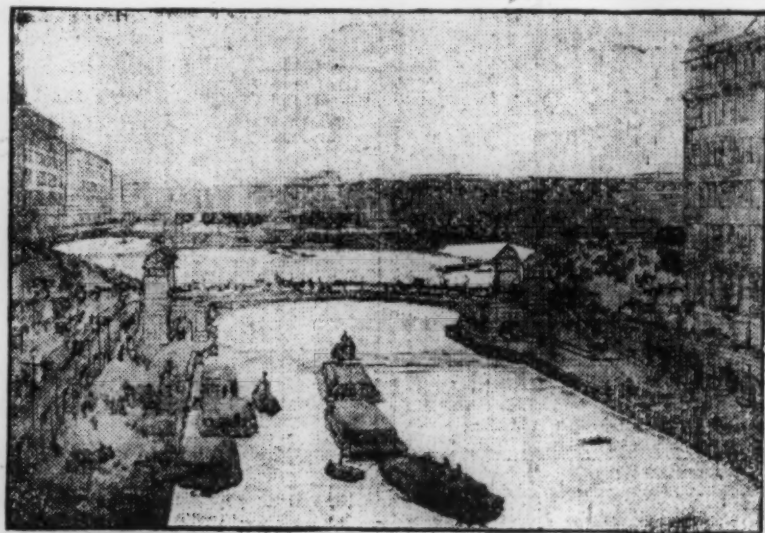
## Newly Awakened Pride of Chicagoans in Their City Is Result of Movement for Civic Advance

CHICAGO—The greater part of the 2,500,000 people who live in Chicago have awakened to the fact during the last year that they have reason for pride in their city.

Recently, as the result of steady efforts by the Chicago Association of Commerce, the Commercial Club, the various civic organizations, and a change in the general tone of the newspapers in their talk about the city, there has developed a feeling of civic pride—a new atmosphere.

The widespread nature of this new attitude was shown by the manner in which the Commercial Club's "Plan of Chicago" was received. This "plan," which was prepared at an expense of \$50,000, after nearly three years' work, purported to provide for a future Chicago that should be both ideal and practical, that should be beautiful and useful, commercial but also artistic. The plan provided for a tremendous park system that would be the greatest in the world, a beautiful lake front with every facility for handling a great lake commerce; a beautified river with provision for river commerce; transportation systems, public buildings, civic and artistic centers. The city that the planners had in mind was a city of 12,000,000 or 14,000,000 inhabitants 50 years from now.

The magnitude of these plans amazed the general public. The first comments were that they were only dreams. Later, as the people realized that the planners, basing their work on past history of the city, had not been carried away by their enthusiasm, the plan began to be praised as both artistic and practical.



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### PROPOSED BEAUTIFICATION OF CHICAGO RIVER.

This picture, from a painting by Jules Guerin, indicates how the river banks might be improved at the same time the channel is made more adaptable to commerce. Modeled on Paris system.

It awakened the residents to a sense of the necessity for looking to the future. The settlement of the surface traction trouble, a bone of political contention in the city for years, also left the people time to think of other things.

When the American Library Association moved its headquarters to Chicago the residents were given another chance to feel pride in their city. Following this shortly came the appointment of the new librarian, Henry E. Legler, after a competitive examination which showed the rapid disappearance of the old political methods of running public utilities.

Mr. Legler already has started reforms in the conduct of the public library that will bring that institution in closer touch with the people. He has successfully started a campaign under the battle cry "Take the library to the people; don't force the people to come to the library." He wants to establish branch libraries in all sections of Chicago and in the public schools.

Among the novelties introduced in the school work this year were extension classes to teach cooking and sewing to girls. Mrs. Ella Flagg Young, the new superintendent, hopes to establish this work on the same plane as the work of manual training for boys. Sixty-one public schools in the city have domestic economy rooms, and 159 schools have manual training departments.

Four new schools were added this year to those in which night classes are held. The enrollment is about 20,000 in 39 schools. Some of the night pupils are 60 years of age, and the enrollment sheets show that nearly 1700 pupils are more than 30 years of age.

Another innovation in the work in the public schools has been the introduction of a "Chicago course," to be taught in the eighth grades to take the time now occupied by the algebra course. The study in this work will be about Chicago and Illinois, and will touch upon the history, geography, industries, social affairs and civic affairs of both city and state.

There are nearly 300,000 children enrolled in the public schools this year. Attending the universities and colleges within the corporate limits of Chicago are more than 10,000 students; attending the professional and business schools, 12,000. The number of music and art students in the city is placed at 10,000.

Touching very closely the improvement of the city artistically and usefully, as contemplated by the Commercial Club's "plan" is the "smoke nuisance." Special effort has been directed at the smoke nuisance during the year. The Illinois Central railroad has borne the brunt of the attack, because it operates along the lake shore. The railroad has refused to electrify its Chicago terminal, and the answer of the city was the introduction of an ordinance in the council, requiring this and all the other steam railroads to install propulsion methods that will be smokeless and odorless. While the question is still unsettled the general public believes much progress has been made, and that it will not be long until Chicago can see its lake from the downtown district every day and all day.

The inability of the city council to push subway matters beyond forming tentative plans for a subway system is due, it is said, to defects in the city's old charter. The city could not incur the indebtedness to raise the funds that would be needed to build a subway, even if the law would permit municipal ownership and operation.

There is a general leaning to municipal ownership, if not municipal operation, and the state legislature is expected to give the city a larger charter. In the meantime the city's fund for the purchase of the street car system—which may be available for subway work—is steadily increasing, at the rate of more than \$1,000,000 a year. This money is the 55 per cent of the net profits of the operation of the surface street car lines which goes to the city under the new franchise granted a few years ago.

Negotiations looking toward the consolidation of all the surface and elevated traction companies under one management have been in progress all year. Though nothing definite has been accomplished many obstacles have been removed, and the public is hopeful that another year will see the final solution of Chicago's tremendous transportation problem.

## HOTEL AND THEATER COMBINED PLANNED IN CITY OF CHICAGO

"Universal Permanent Exposition" Is Name of Proposed \$6,000,000 Project on Lake Shore Drive.

CHICAGO—A Lake Shore drive hotel combined with a theater for grand opera and gardens, to be included in the "Universal Permanent Exposition," all to cost approximately \$6,000,000, is projected by Chicago and New York capitalists.

The exposition idea is entirely new. In this structure the plan is to have leading manufacturers and wholesalers of the entire world exhibit their wares, the idea being to have the exposition supplant the present method of establishing merely temporary exhibits in hotels.

The syndicate is said to have progressed with its plans to the point that it has taken an option from the J. V. Farwell estate on 300,000 square feet of ground space, fronting on the Lake Shore drive between Chicago avenue and Superior street. Plans for a hotel structure of 1000 rooms, it is said, are now being prepared.

The entire improvement has been outlined to represent an investment of approximately \$6,000,000, the hotel to cost \$2,000,000. Should this project actually be carried out, it is asserted, it will represent the most daring movement that has taken place on the west bank of Lake Michigan since Chicago first originated at the mouth of the river that bears its name.

The plan goes farther, in fact, than simply a financial proposition of establishing the hotel, theater and gardens. The idea of the promoters is to have the Lake Shore drive transformed into some such territory as Riverside Drive, New York, this plan to be carried out by persuading other investors to erect high-class apartment houses in the neighborhood of the theater and hotel building.

would have been necessary and the government is against the use of them in the Chicago river. Moreover, the boring of such a tunnel would have consumed a year; it is estimated that the steel shell can be completed in five or six months, while it can be sunk to place in an hour.

## HITCHING THE SCHOOL AND THE WORKSHOP TOGETHER

New System of Instruction Introduced by Professor Schneider Has Effected a Revolution in Educational Methods in Cincinnati.

CINCINNATI—Cincinnati has taken the lead in this present era of technical education. It all began with the vision of a blue-print boy, in a Pennsylvania shop, who was to become the dean of the engineering department of the University of Cincinnati.

Early in his career and as soon as this boy had become Instructor Schneider he found that his classes as a whole failed fully to understand or profit by their lessons. Occasionally there would be an exception, and in every such case it was found that the student had passed through a previous experience of actual shop work.

This led Instructor Schneider to do some vigorous thinking on the subject. He came to the conclusion that the situation demanded the introduction of a new system whereby there should be a cooperation between the theoretical and the practical side in technical education. Herman Schneider saw that the ordinary graduate lacked the knowledge of simple elementary things that can only be acquired by the daily experience of life in the shop, and hence that employers failed to rate such graduate at his own valuation.

Yet to bring about the desired cooperation was not an easy or at first a feasible task. It was not "academic" enough for the schools, and it was considered visionary and impractical by the shops. But at length the opportunity came for Instructor Schneider to make of his vision a reality. He was called to a professorship in the new engineering department of the University of Cincinnati. Here a new president, who had been a chemist and an assistant secretary of agriculture, soon took the helm of affairs. President Dabney wished to build up an engineering college of the university, but had no money for the necessary shops.

Here was Professor Schneider's chance. He told the president of his plan and was authorized to go ahead and try it. After overcoming a good many difficulties occasioned by objections raised by the faculty and by the manufacturers, at length cooperative action was secured. A six years' course was provided for the university giving the boys the theoretical engineering course, and the manufacturers furnishing the apprenticeship. An alternating system was put into operation whereby the student should be one week in the university and the next week in the shop. The student receives a

pay on a rising scale, for his work in the factory. During the six years' course he is able to earn \$1800, which pays the greater part of his educational expenses.

One of the interesting developments of this new movement has been its effect upon text-books. It was found that many of the statements in text-books did not tally with the actual experiences of the shop. So it became necessary to modify or displace these disproved statements by others that would bear the test of being put to practical use. This was in itself no small gain for the theoretical side of education. The cooperative system was found to be interacting and mutually helpful in many ways.

This new system has worked a revolution. The sort of training it gives will in the future be more and more demanded by employers. In Cincinnati the scheme is far-reaching in its workings. "Hitch the shop and the school abreast" is becoming the general cry. It was found that of 8567 pupils enrolled in the first grade, only 447 remained in the tenth, when the children are allowed by law to go to work. A similar percentage prevails in other cities. The originators of this system saw that many children would be able to go on with their school if they could work part of the time and thus earn a little needed money. Parents were also heartily ready to forward any plan by which their children could receive a course that would increase their wage earning capacity.

The cooperative system seems destined to have a future in our school systems as well as in the higher departments of technical education. Great credit is due to Dean Schneider and also to E. F. Du Brul, chairman of the committee on engineering college of the board of directors of the University of Cincinnati, who has been actively interested in the adoption of the system.

## LARGEST MARKET SITE IS IN RUSSIA

The greatest market place in the world is not located in any of the world's great cities, says the New York Sun. It is found at the comparatively unknown point of Nijni Novgorod, in Russia, whose annual fair, bringing merchants from all over Asia and Europe, records a business of \$150,000,000 in six weeks.



Things grow as if by magic

Mr. Sam McKelvie, publisher of the Lincoln, Nebraska, Farmer, writes to his paper that the San Joaquin Valley is a highly desirable piece of American country, occupied by industrious, intelligent, progressive people; that the advantages originally bestowed by Nature have been supplemented by human industry until today it is admirably adapted to the use of man. It has good soil, abundant water, and a climate that makes things grow as if by magic. Look into the question yourself. You will find that Mr. McKelvie has been very conservative in his statements. Men are growing rich in the

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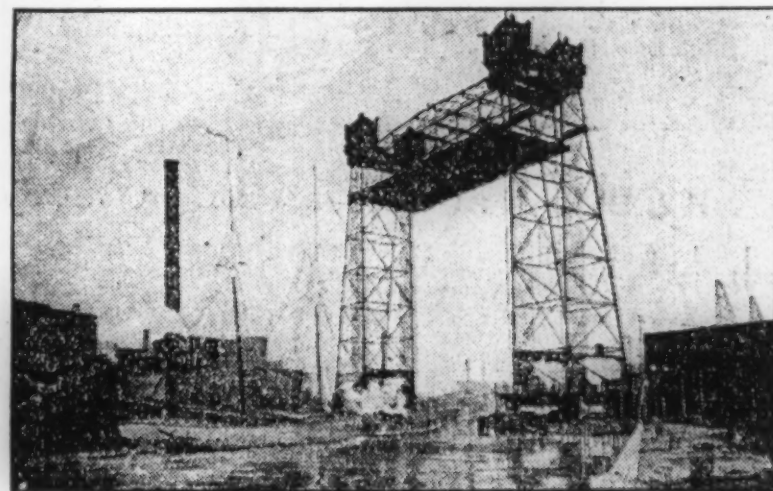
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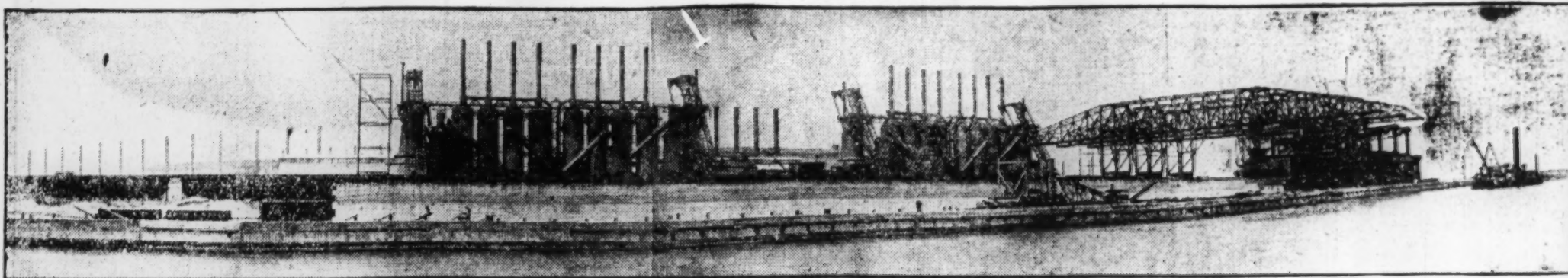
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# Bright Outlook for Business and Industry

Multitudinous Proofs of the Riches of This Country in Farm Products and Natural Resources Which Promise Even Greater Things for the Future.

Prosperity Already Has Entered the Door and Is Prepared to Make Its Visit the Longest and Most Enjoyable the World Hitherto Ever Has Experienced.



SLIP AND HARBOR OF THE INDIANA STEEL COMPANY'S NEW PLANT AT GARY, IND.

The Indiana plant at Gary is a subsidiary of the United States Steel Corporation. Although producing steel, it is not yet completed. When finished it will add greatly to the output of the Steel Corporation and largely increase its profits. The bridge-like structure is an apparatus for taking the iron ore from steamers and dropping it into little cars which rush it to the blast furnaces.

THINGS look bright for all the world at this Thanksgiving season. The crops have been garnered from the fields. In most parts of the country things are ready for the winter. The busy season on farms is past; vacations in cities are gone.

The crops at almost all points were good, affording plenty to all people, with work for all in gathering them and distributing the surplus in one place to relieve scarcities in another.

If the Panama canal were completed the corn crop would fill it from end to end more than two times over. If all the tame bees in the United States were converted into one big bee that industrious insect would have a stretch of wings longer than the Metropolitan tower is high, and a train of cars 142 miles long would be required to transport the crop of honey.

The hay crop would fill over 45 Lusi-tanias and if pressed into bales would make a bale more than three miles square and a mile and a half high. A wagon filled with it would take up that much of New York's waterfront.

One thousand million loaves of bread could be made from the wheat crop, which would allow 12,413 loaves to every person in the country.

Six million fish were caught during the 12 months of the past year. If these were made into one fish it could swallow the Bunker Hill monument easily.

If all the lobsters pulled out of the depths could be amalgamated into one, that lobster would be able to pull down the Brooklyn bridge as easily as a child pulls down a toy house.

These are only a few of the bewildering proofs of the richness of the country and the industry of the farmers on land and sea. Few people would look to the statistical department of the government to find things of interest, for, on the surface, everything there looks dull and confusing. When figures, however, are transformed into concrete instances they show the actual condition of the country.

Riches almost beyond compare have been brought to the farmers and business men of the country this year. Yields, the like of which seldom have been known in this country, are indicated in the data of growing conditions, which have been conducted by the department of agriculture, by thousands of experts who reflect the situation in every part of the land.

Estimated in money value, these crops make a sum so large that it is difficult to comprehend it, and what that means to the business world can hardly be exaggerated.

Joseph T. Talbert, president of one of Chicago's leading banks, says he feels warranted in predicting that the nation is at the threshold of one of the richest years in its history. He does not say that prosperity is at our door, but insists that it has already entered, and that it is prepared to make its visit one of the longest and most enjoyable on record.

More grain in aggregate monetary value than ever before grew to maturity in a single year in the United States has been harvested, according to the government official crop report. Never in history has such a huge task confronted the railroads as the moving of this stupendous harvest to market, and never have the railroads been so well prepared for the work.

Last year was one of much trial and disappointment to most of those occupied in gainful pursuits, not only in the United States, but throughout the world. The American farmer was the only exception. We read in the despatches that the farmers of Nebraska that year of general depression in other industries, paid off farm mortgages by the tens of thousands and amounting in aggregate to many million dollars. What is the prospect for the present crop?

With the coal output larger than ever before; with the steel output running

close to record figures and likely to pass them; with orders for steel rails constantly increasing in volume; the surplus cars of the railroad companies threatened with a shortage; bank clearings for the 60 cities operating through clearing houses at \$3,839,535,000 for a current week—more than a billion dollars above the corresponding week last year, and nearly if not quite a new record; the business man, the banker, the operator or the wage earner who is not joyful over the present and optimistic over the future does not know the facts or does not appreciate their value. There is no speculation about this. The activity is based on solid foundations. In nearly every one of the 60 larger cities the building activity is greater than a year ago and in some cases it is as much as 33 per cent.

The cotton crop of the season, although comparatively small, will amount to about 11,000,000 bales, and in taking the New York quotations of 13.75 cents per pound, the value of the crop will amount to the immense sum of \$756,250,000.

The statisticians who keep tabs on these matters convey to us the agreeable news that the wheat crop at the prices quoted for December wheat in the markets of today, promises a revenue to the growers of \$146,000,000 more than last year's crop. The corn crop will be worth, from present market quotations, \$260,000,000 more than the previous harvest. Oats will bring in \$102,000,000 more, flax \$50,000,000 and cotton \$63,000,000. These five crops, then, will aggregate the farmer a gross sum of \$561,000,000 more for the crops of 1909 than those of 1908. In some instances this rise in value is because of a larger yield, but in others, in spite of a smaller yield, because of higher prices. Secretary Wilson of the department of agriculture announces that the farm products for the year 1909 will reach the enormous sum of \$7,778,000,000.

We may have to pay a little more for our loaf, but we must not forget that the prosperity of the whole country rests upon that of the farmers and that this is especially true of America, where our farming interests are so exceedingly large.

Now, when we collocate the value of the wheat crop, the corn crop, the output of sugar in the United States, the value of hay and others of the larger crops of the country, we are greatly impressed with the size of the figures.

But the big surprise is in the value of the egg crop of the United States. A rough estimate, which is supposed to be somewhere near correct, places the amount of laying hens in the United States at 200,000,000 and that they produce 1,400,000,000 eggs in the course of a year. The hen and her product in the United States are worth more than the cotton crop, more than the wheat crop and several others added thereto. The barnyard products of the country this year, otherwise the poultry product, are placed by the department of agriculture at \$550,000,000. If the government should go into the poultry business its revenues for a single year would almost wipe out the national debt. The capitalization of all the railroads in the country amounts to an immense sum of money, but if they were all to pay annual dividends of 5 per cent, the amount would scarcely be as large as the value of the poultry crop of the country.

This can scarcely be ranked as an industry. It is more like the by-product of an industry. The farm industry is represented by corn, cotton, wheat, live

stock and such products. There is little or no labor expended on the care of the poultry of the country. It is a haphazard kind of a thing. The housewife goes into the barnyard day by day and robs all the nests she can find. When she wants a new gown she gathers up a half dozen chickens, dresses them and takes them to the village store. And yet the result in money is \$550,000,000!

The other day the Pennsylvania railroad placed an order for a supply of new rails, and this order, about the last day of September, brought the total amount for the month up to 650,000 tons. The current price of rails is \$28 per ton and the orders for the month total up \$18,400,000.

lected in 10-year periods, beginning with 1790 down to the present time. From the first 10-year period the total exports amounted to only \$19,000,000. From 1830 to 1840 there was \$78,000,000 worth of exports. With the civil war came higher duties, and in spite of the interruption to business because of that conflict, in which half of the states of the Union were cut off from foreign business entirely, the value of exported manufactures rose to \$479,000,000 and the percentage of the value to total exports was 20.58, the highest percentage known to that time. From 1860 to the present time we have had each period marked by increasing tariff duties on

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dends going to labor. The skilled mechanic receives from \$3 to \$8 per day, whereas the field hand in the cotton section works for \$1 to not over \$2 per day. Assertions are easily made, but may be misleading. Facts require some trouble to ascertain, but lead right instead of wrong.

New lands are being brought into bearing, and as the territory is settled up and made productive transportation facilities have to be provided.

America is the center of the world, and here all these influences are felt working at their topmost power. Population grows more rapidly with us, our crops are the largest, money most plenty with us. Wages are higher than elsewhere, and profits larger. Our people consume more per individual than in any other country. New territory is opened more abundantly and we need larger increases in our railroad mileage, in our cars and locomotive power. Cities grow faster and new towns are built more rapidly. We have one of the largest populations among one of the most highly developed nations, and we use more each than others. We live in better houses, wear better clothes, travel more and enjoy more amusements, have more money and spend more of it. There is greater undeveloped wealth in our country than almost any other, and we are developing this wealth more rapidly.

There are great projects going forward and others contemplated which will keep us busy, keep things moving and keep money in circulation. The completion of the Panama canal will revolutionize the promise of the world. The United States will gain much by this vast undertaking. Besides railroads, we are building wagon roads all over the country which will employ many, put much money into circulation and reduce the cost of transportation very greatly, thus adding to the profits of those who create wealth, while reducing the cost to those who consume. We shall soon get to work improving the waterways of the country, and this will act along parallel lines with building roads, only it will be wider in scope and larger in its effect.

Look at matters from what angle we may, all views seem to promise an era of progress, an era of creating new wealth more rapidly than in the past, however far we go back. During all the past century wealth grew at a pace never before known, and the pace became faster year by year during all that 100 years. The same influences in larger volume and greater force are impelling us forward more rapidly than our fathers or grandfathers went. There will be 100 times more wealth created in the twentieth century than in the nineteenth. There will be more of this new wealth created than ever before. In 1800 there was not one millionaire in the country, if there was one in the world. In 1850 there were few, if any in America. At the earlier date \$25,000 would have been looked upon as a large fortune in our country. At the latter date a few Americans were worth \$100,000. By the end of the century there were many millionaires, some of them worth \$100,000,000, a few much more. In those early days thousands of American families lived on a dollar or two a day.

Farmers had only cornmeal and pork for their daily rations, and not much pork. Those who became presidents went to school in homespun clothes, cut and made by their mothers. In 1830, \$1 a day was not bad wages, and farmhands were worth by the year from \$10 to \$15 a month. As millionaires grew plentiful, wages rose until mechanics got

from \$4 to \$10 per day, and unskilled labor from \$2.50 up.

As the new country goes forward, millionaires will change to billionaires. As this transformation goes on wages and salaries will rise still higher. New mechanical devices will be in use by which a man can turn out more than now. A typesetting machine sets as many "lines" as three or more printers working by hand. The operator gets more pay than the one who used the composing stick. The more wealth a man creates, the more he is worth. The more he makes, the cheaper living will be, while he gets more to live on.

With the Panama canal we shall have a wider market for all our products at cheaper rates of transportation. The Orient will open markets for products of iron, cotton, wool and leather. Populations, wealth and industries will all increase together. There are persons here now of moderate means, engaged in small enterprises, who will join the millionaire class and be featured as captains of industry, men of achievement and leaders of great enterprises.

The rise in prices on almost everything exchanged from hand to hand in all branches of commerce has been marked during the last decade. Writers who are not political economists have been making all sorts of wild guesses as to why this is so. Politicians have been blaming the protective tariff. But the bureau at Washington has given us the real answer to the inquiry into rise in prices. The world's stock of gold has increased 50 per cent in the last 10 years and doubled in the last 25 years. The stock of money in the world is 75 per cent more than 10 years ago.

Reckoning from the discovery of the Hudson river 500 years ago, we find the aggregate production of gold in the world has amounted to \$12,000,000,000. The experts estimate that of this there remains gold to the amount of \$1,000,000,000 in value. Of this stock of gold, \$7,000,000,000 is in money. During 10 years ended with 1908 the world's gold production amounted to \$3,400,000,000 and for the preceding 50 years it was only \$2,400,000,000.

There we have the whole explanation of the rise in prices on commodities. It is simply the relation between the supply of and the demand for money and commodities exchanged on money basis.

Prices always follow directly up and down the increase or decrease in volume of money in the world. The increase in prices in the United States has been little more rapid than that of other countries? Why? Because we have increased our stock of money more rapidly than have other countries. We have more gold in the United States than any other country on earth. Our stock amounts to \$1,613,000,000. Germany follows with little over \$1,000,000,000 and no other country touches that mark.

The past few months have done much to dissipate the anxiety felt for the peace of the world. It looks as if the rulers of the nations had at last seen that war is a thing which cannot be contemplated. The close alliances of the nations, the fact that no combination has a preponderance of force sufficient to defy the rest of mankind, and the unbearable cost of war, have so sobered the minds of all, that we may confidently hope to see a long comparative quiet, and possibly never again a war between two great nations.

Only a few weeks ago, two little ships once so weighty with achievements before a marvelous world, passed the warships assembled to do them honor, with a thousand merchant ships and pleasure craft trailing behind in a line 40 miles long; saluted the national and international flags of peace; were officially received by New York city, the Vice-President and the Hudson-Fulton commission with other visiting notables, and repeated the course at night over a river which was white as day with the glare of lights.

Three or four crops of alfalfa are produced each year on many farms of this country. In western Kansas and eastern Colorado, where farming is carried on without irrigation, alfalfa is the farmers' standby.

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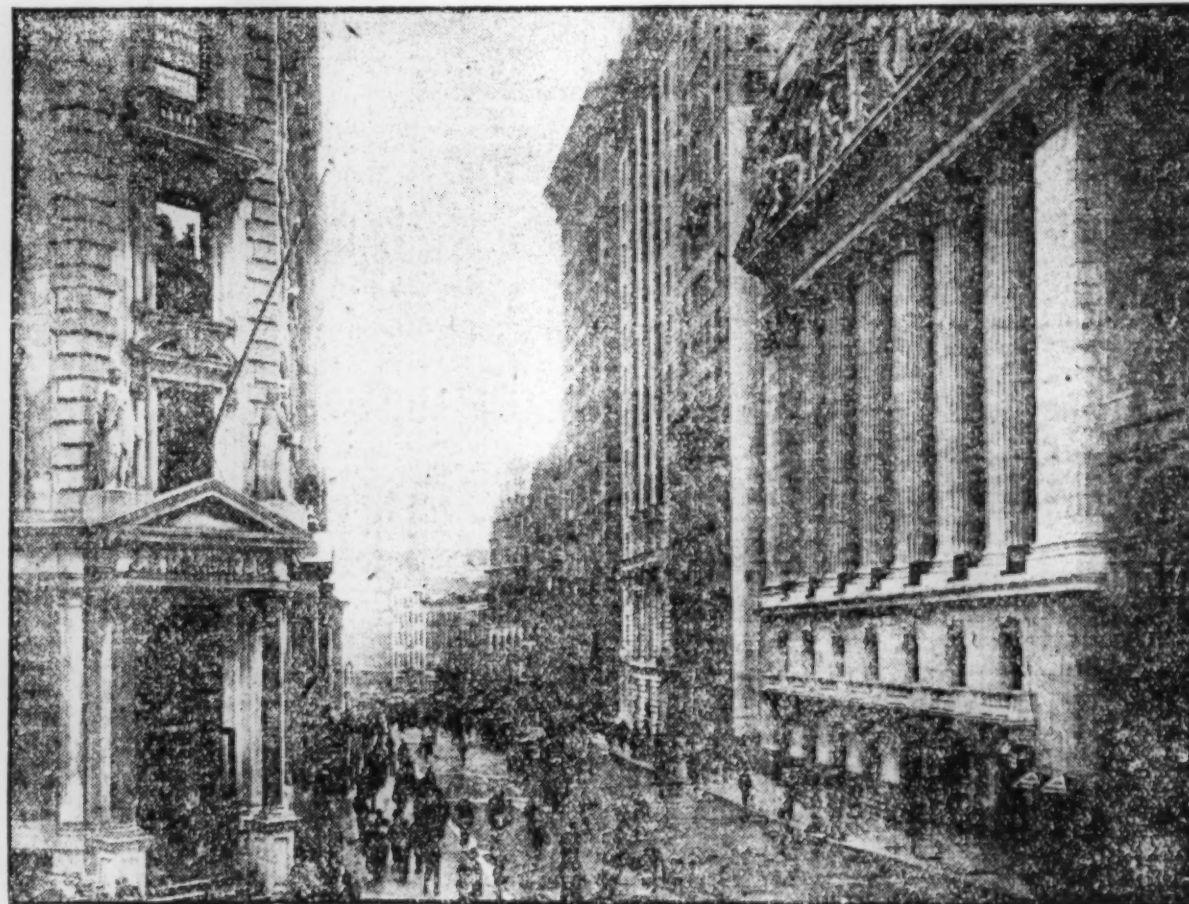
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Three or four crops of alfalfa are produced each year on many farms of this country. In western Kansas and eastern Colorado, where farming is carried on without irrigation, alfalfa is the farmers' standby.



NEW YORK CITY STOCK EXCHANGE.

The building at the right is the New York city stock exchange, where many fortunes are made and lost in the course of a year. At the left is the office building of J. P. Morgan & Co., a controlling force in the financial and industrial affairs of the world.

200,000. As the business looks at the present time, the rail production for the year will amount to 2,500,000 tons. The expectation from all present appearances is that the year 1910 will surpass in production of steel rails anything in the previous history of the country.

The experts are guessing at an output of 4,500,000 tons during the coming year. The capacity of all the rolling mills of the country is only about 5,000,000 tons.

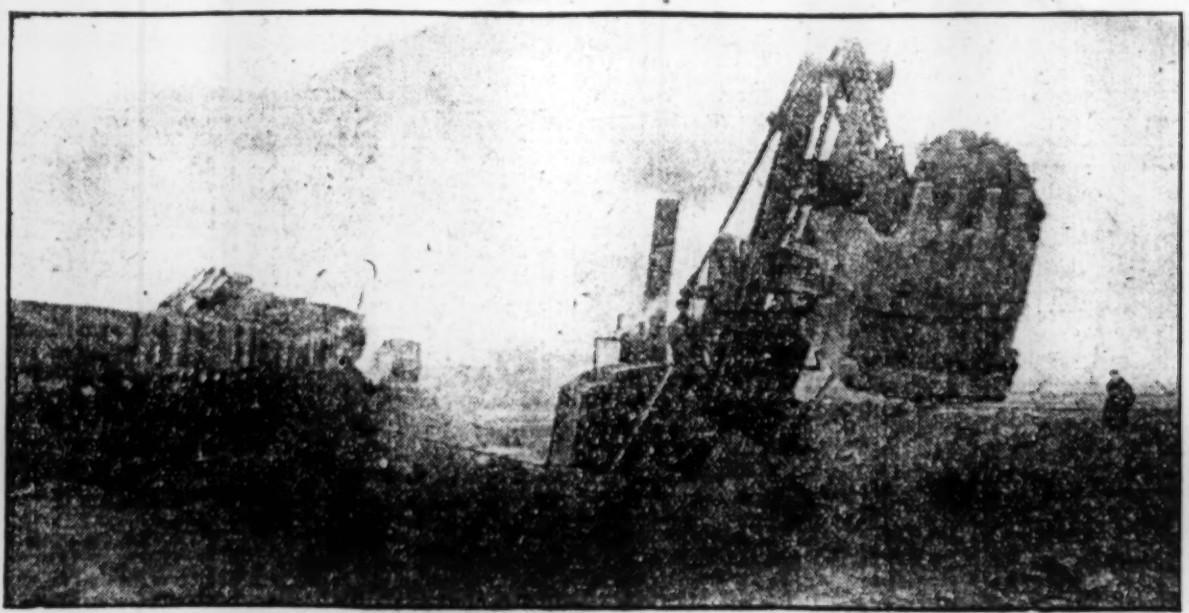
The department of commerce and labor has recently published a report of the exports of manufactured articles from the United States covering a period of 120 years. The figures are col-

llecting in 10-year periods, beginning with 1790 down to the present time. From the first 10-year period the total exports amounted to only \$19,000,000. From 1830 to 1840 there was \$78,000,000 worth of exports. With the civil war came higher duties, and in spite of the interruption to business because of that conflict, in which half of the states of the Union were cut off from foreign business entirely, the value of exported manufactures rose to \$479,000,000 and the percentage of the value to total exports was 20.58, the highest percentage known to that time. From 1860 to the present time we have had each period marked by increasing tariff duties on

one in which probably labor receives the lowest remuneration of any of our industries. The facts are these: The acreage devoted to cotton this season is set down at 32,000,000 acres. The crop is estimated at 11,000,000 bales. Each bale weighs 500 pounds and at 10 cents per pound, which is a reasonable value on the plantation, the total crop would be worth \$550,000,000. The process is divided into four sections—the planting and cultivating, picking, ginning and marketing. For these four processes it is estimated by well-informed and careful students that there goes out for labor a total of \$320,000,000. Deducting this from the total value of the crop and we

have \$230,000,000 left for the owners of the land, for brokers, merchants, hauling, etc. Then labor gets out of the cotton crop \$80,000 more than all the other interests concerned in the industry. We believe that in the wheat crop or the corn crop or any other of the larger products of the soil of the whole country of large volume and value were analyzed in the same way, we should find a still larger percentage of the money coming from the industry going to labor than there is in the case of cotton. If we would apply the same process to our manufacturing industries we should find a still larger proportion of the divi-

laboring people inhering in the industrial system of our own time and country. Let us seek the facts. We propose to take the cotton industry for example—



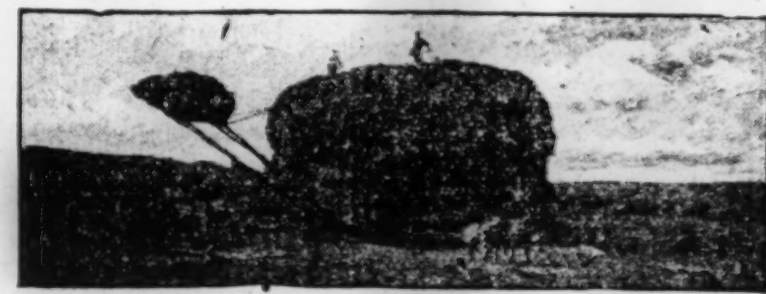
BIG STEAM SHOVEL AT WORK.

No great excavation work is undertaken nowadays without the aid of the steam shovel. It has become a mighty power in the advance work of many large enterprises undertaken by the government and private corporations. The picture above shows the steam shovel at work on the North Shore channel of Chicago's canal system.



COTTON RANCH IN CALIFORNIA.

The Imperial valley, California, is one of the promising cotton sections of the United States. Although the total cotton crop this year is smaller than usual, prices are much higher and cotton growers are prosperous.



HARVESTING ALFALFA.

Three or four crops of alfalfa are produced each year on many farms of this country. In western Kansas and eastern Colorado, where farming is carried on without irrigation, alfalfa is the farmers' standby.

(Continued on Page Two, Column Three.)



## GRAND TRUNK ROAD GIVES APPRENTICES A MODERN TRAINING

Young Men Are Employed  
For Five Year Terms  
Under Contract at Large  
Shops in Stratford, Ont.

### A GRADUATED WAGE

The Grand Trunk railway system has large shops in Stratford, Ont., Can., and there they employ apprentices, who learn the trade in the most modern way, says the Chicago Tribune. A trip through the shops proves to be interesting and instructive, and for one who likes such things it would be truly appreciated.

The apprenticeship covers five years. A contract is signed and the wages which are paid by the day increase as the term decreases. The first year eight cents an hour; the second, 10; third, 12; the fourth, 14, and the fifth, 17. The working hours are from 7 to 6 o'clock with an hour at noon, making a full day of 10 hours.

The shops at Stratford, which were just recently completed, are the second largest upon the continent, and the only ones in which the apprentice system is fully worked out. It is found to work exceedingly satisfactorily, too, and at the present time there are over 100 apprentices. The master mechanic himself started in as an apprentice 32 years ago.

The surroundings are beautiful and the buildings delightfully clean and sunny, the roof and sides being of glass, which is unusual in shops of this character. As nothing but fuel oil is used in the shops, with the exception of the blacksmith's forges, there is not much to make smoke. The place is kept constantly clean, and the company requires every man and boy to report to work Monday morning with a clean pair of overalls.

Two nights in the week the apprentices meet for class work, which is presided over by a competent man, who has had and does practical work every day. These classes run from November to April, when an examination is held. If boys do not pass these tests, they have to leave the company. There is an inspector over the boys in the shops whose duty it is to instruct them and point out their mistakes and show them the proper methods. In addition these classes and the boys are directly under the supervision of the master mechanic, who takes a great interest in the boys and can mention their names and speak of the ability and ambitions of each one.

(Continued from Page One.)

of hundreds of searchlights from shore and afloat before they anchored.

This assemblage of the fleets of all nations is a great factor in the promotion of peace. It gives each nation an opportunity to see for itself how strong and well prepared the other nations are, and that prevents war or thoughts of war.

It is not difficult to understand that with the growth of the navies of the civilized nations the possibilities of war have been so greatly decreased that an armed conflict of any kind seems hardly within the bounds of possibility at the present time. The interests of the civilized world are becoming more and more united every day. The great nations are all in harmony. We see nothing but peace and advancement in the future. There exists now an almost unbreakable bond between the civilized nations of the earth.

The first Hague conference met at the invitation of the Czar of Russia 10 years ago. At the second conference the most important conclusion reached was an agreement to submit international disputes to a court of arbitration, to consist of 17 members chosen from various nationalities and paid from a general fund contributed by all nations. At this conference, two years ago, 40 nations were represented. The agreement to submit disputes and controversies to arbitration was easily reached, but when it came to deciding upon the selection of the members of the court, immediately the nations all "flocked apart."

The way probably will be found at the next Hague conference to actually set up this court.

The principle underlying this movement of international peace is so simple and plain that it is marvelous men are unable to see it in the proper light. It is only the broadening of evolution which has led mankind up from the crudest savagery, when one man who had taken prey in the shape of wild animals at for food was overpowered by a stronger enemy and his prey taken from him.

One hundred years ago sea fights were usually between one or two vessels on each side was involved. In a duel between two frigates in 1812 the stake was a few thousand dollars on each side and the lives of a few score of men. Should war break out between Great Britain and Germany at present the clash would be between a fleet of a dozen or more great battleships on each side which have cost the nations that built them upward of \$10,000,000 each.

There would be represented a value of human labor amounting to over \$200,000,000 in the two fleets. There would be

an army of men in each fleet whose lives would be in jeopardy. At the end of a day's battle the cost might easily run to \$100,000,000, perhaps to nearly twice that figure, not to say anything about the loss of human life.

The total annual value of the product of our fisheries in 1776 was \$8,000,000—now about \$650,000,000. Mineral product then about \$4,500,000—now some \$2,000,000,000 or more. That of our farm product was then \$250,000,000—now for

the year ending around \$3,000,000,000. That of our manufactured product was then about \$75,000,000—now not less than \$18,000,000,000. Our first steamboat, the Clermont, made her appearance on the Hudson river in 1807—now thousands of them are plying daily upon our rivers, lakes, bays and ocean waters, representing a value beyond the wildest guesses and figures obtainable.

In 1844 our first telegraph message was sent from Baltimore to Washington

city. We now have some 225,000 miles of poles and cables. About 1878 our first telephone came into practical use—we now have more than 4,500,000 of them. Our foreign commerce was then, export and import, about \$45,000,000 annually—it is now \$3,000,000,000 and more. The total amount of money then in circulation did not exceed \$20,000,000 and was probably less—it now reaches the colossal sum of \$3,000,000,000. In 1776 there were only a few stores and schools scattered around in each of the 13 colonies as they then stood. We now have of all kinds not less than 275,000, and the property owners of the United States will pay out \$320,000,000 for the support of the schools alone during the coming year, this being about the average. There then was published in the country about 40 newspapers, we now have some 21,320 of them. Public libraries, comparatively speaking, were then practically unknown among us, while at the present time we have public, society and school libraries in all about 7000. Our total territorial area was then a little more than 800,000 square miles. It is now, including Alaska, but excluding our island possessions, something more than 3,500,000 square miles. The total wealth of the country then was about \$850,000,000. It is now not less than \$125,000,000,000.

In 1776, we were 13 puny colonies, struggling as best we could against great odds to start out upon a career of our own as one of the sovereign powers of the earth. We now consist of 50 flourishing states and territories, making up the magnificent "constellation" of the Union. In 1776 we were but an obscure orb, pale, glimmering and hardly visible in the vast expanse of measurable space. We are now, however, a mighty sun, so to speak, proudly stationed at the very zenith of the world's political and industrial sky—there to remain, as we trust, for ages to come—a splendid luminary of the first magnitude from which all other nations will derive light, power and vitality and around which they will revolve as but twinkling stars.

Our minds are turned to the century which is now open before us with expectation of great achievements. All over the land graft is being prosecuted, and politics is being born again in the light of honesty. The wine and liquor dealers of the country report a heavy falling off of the consumption of intoxicating beverages, due, as they acknowledge, from the wave of temperance quietly sweeping through the thoughts of men.

Those born in these first years of the century who live until toward its close will see marvelous changes in the world. Things not dreamed of will come to pass, and new discoveries in mechanics and art, now struggling to survive will grow in importance to a development not anticipated. In the past few years we can place beside the reaper the sewing-ma-

chine; by the steamboat the power loom; by the railroad the automobile; by the telegraph and telephone the wireless, and after all these the airship. Yes, this will be a very different world a hundred years from now. But it is well that we concern ourselves more with the present than with the future. We merely desire to impress on the young men of today the work cut out by their fathers and grandfathers. That we shall appear as "groping blindly on uncertain ways" in the eyes of our successors a hundred years hence, is no doubt a certainty, but that is no reason why we should appear ridiculous to ourselves. The thing for us to do is to make the most of the great, beautiful world as we see it, remembering to be kind, gentle and meek, but ever working. This is a land of peace, prosperity and plenty.

Surely God reigns and the government at Washington still lives.

## BRICK FACTORIES DO BIG BUSINESS

Clay Industry Turns Out  
More Than One Hundred  
Million Dollars' Worth of  
Products Last Year.

The United States in 1908 turned out \$108,062,267 worth of brick and tile manufactures. Every state and territory in the Union contributed to the totals, but Ohio led all others with products valued at \$15,915,703 for the year, says the Chicago Tribune.

Under this general classification by the geological survey, virtually everything in clays except the distinct potteries are included—common brick, vitrified brick, sewer pipe, architectural terra cotta, fireproofing, hollow building tile, stove linings, and all classes of drainage tile.

Of all these manufacturers of the year the common brick leads in total value, estimated at \$44,765,614, or 43.13 per cent of the total production. But it requires 7,811,046,000 of these common bricks to foot up the total. For these bricks, too, the price at the kiln slumped from \$6 in 1907 to \$5 in 1908. Of these common bricks, Illinois produced the largest number, shown to be 1,119,224,000 at \$4.32 a thousand at the kiln.

These two varieties of clay products which showed increases in 1908 were vitrified brick for paving and the common drain tile of the country. The vitrified paving brick was produced showing an increase of 101,877,000, with a decrease in value from \$11.92 to \$10.90 a thousand.

## PANAMA OFFERS BIG OPPORTUNITY TODAY FOR AGRICULTURISTS

Americans Who Are Looking  
for Foreign Fields of En-  
terprise Are Advised by a  
Magazine Writer.

### FINDS NO MINERALS

The constantly increasing number of Americans who look to foreign lands for fields of enterprise fall, for the most part, into two categories—gold seekers and home seekers, writes Forbes Lindsay in the New York Independent Magazine.

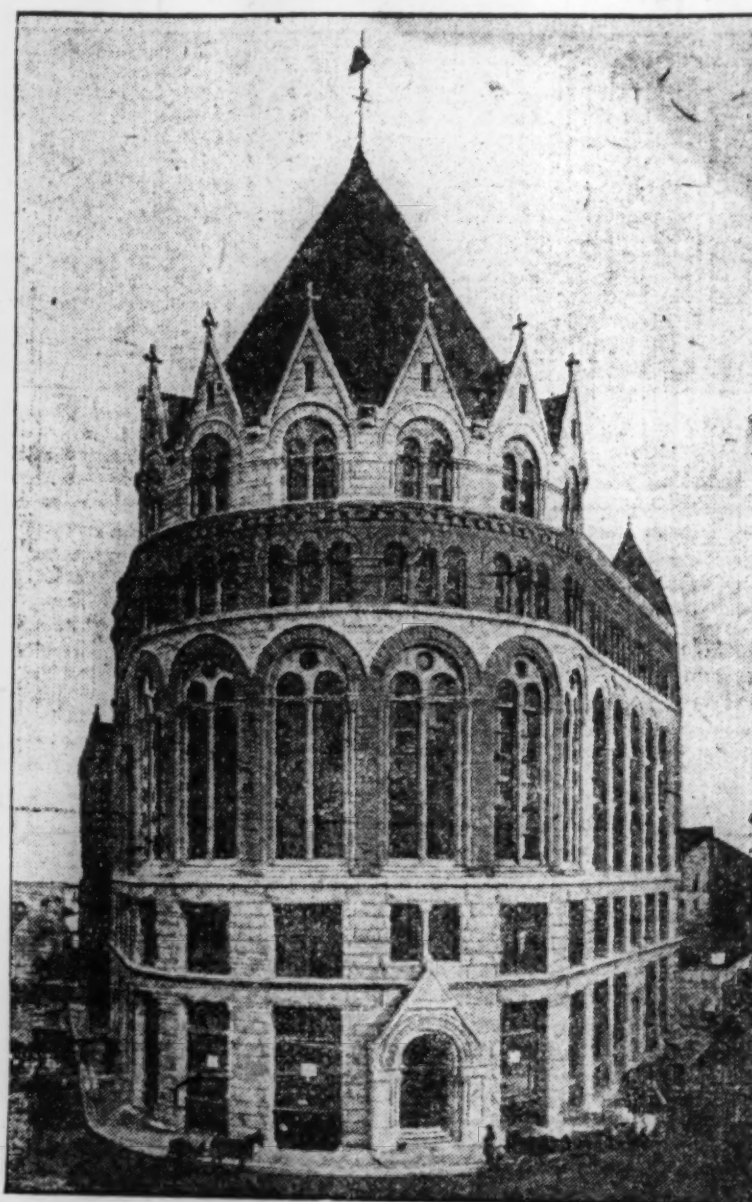
I will not incur the responsibility of advising the former to try their fortune on the isthmus of Panama for, although that region may contain rich mineral deposits, as many believe that it does, my inquiries have failed to elicit satisfactory evidence of such a condition. On the other hand, I can confidently assert that to Americans eager to engage in agriculture, Panama offers splendid opportunities.

The Pacific side of the province of Chiriqui has made greater advance in the development of natural resources than any other portion of the country. It contains a number of agricultural centers, such as Boquete, Bugaba, Divala, Bupieron and Abajo, which are connected with David by good roads.

David, the capital and chief port of the province, is a town of about 1000 population, with a number of mechanical industries and a considerable export trade. Two lines of steamships maintain a regular connection with Panama and a third is on the point of entering into the service. A railroad from the City of Panama to the capital of Chiriqui is shortly to be constructed. This improvement must stimulate a number of industries and especially that of fruit culture.

Of course, the quick crops, such as sugar cane, must be the mainstay of the small farmer. But by putting a portion of his land into an orange grove or a cacao plantation he may in the course of seven or eight years create a valuable property. There already exist a number of markets in the products of Panama, actual and potential, might be disposed of in large quantities. The canal will bring the ports of Chiriqui into water communication with the entire coast of the United States and with practically every part of the world.

### Where Boston Business Centers



BOSTON CHAMBER OF COMMERCE.

Center of the grain interests of the city where board quotations from principal markets are posted. The building is occupied by offices of railroads and by dealers in foodstuffs. It is located on India street.

# NATIONAL SHAWMUT BANK *Boston*

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BUSINESS BOSTON 1909  
WITH PROPOSED  
CUSTOM HOUSE TOWER

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Capital \$3,500,000  
Surplus \$4,750,000  
Assets \$90,000,000



The Largest Bank in the  
United States Outside of  
New York and Chicago

40 WATER STREET

BOSTON, MASS., U. S. A.



# All Bankers Must Acquaint Themselves With the Law

The banker is confronted in the daily routine of his business with many laws both state and national. He must have a pretty general idea of and know how to interpret these laws in order to keep within legal bounds and avoid many complications. In a recent address before the annual convention of the Pennsylvania Bankers Association, Thomas Patterson, a Pittsburg attorney, said among other things:

Of all classes in a community, the banker stands next to the lawyer in his interest in and appreciation of the administrative work of the courts. While other business men may encounter questions of law at varying intervals, and sometimes not at all, the banker has these questions always before him. Every note he takes, every investment he makes, every deposit that he opens, has with it a certain bundle of rules of law, which the banker must know, to some extent at least, and be ready to apply. Not only in the direct line of his work is he brought in touch with legal principles, but his business depends upon the certainty of their application.

If these rules are permitted to vary, or are uncertain and faulty in their application, his business necessarily suffers the most of any by reason of such defects. In his standing, too, as adviser of many people, who would rather go to him for disinterested advice in simpler legal questions than to professional counsel, he has not only an interest in the rules of law, but a responsibility for their proper enforcement, which is not shared, to the same extent at least, by any other class.

It is customary to think of and to treat the law as a very technical system, but this is far from being the case. Its vocabulary is technical, but this is the case in the vocabulary of every specialized art. The language of its forms, writs and pleadings is technical, but this is necessary by reason of the rigidity and certainty which is required of them. In its principles, however, in those matters which the courts really decide upon their merits, it is only that branch of the system of ethics which deals with the business, property, and vital relations of men toward each other.

As an illustration of what I mean, we may select the Dartmouth College case, which almost any lawyer of your acquaintance will tell you is one of the most important decisions ever rendered by an American court. Yet this case had its inception, so it is said, in a question asked by one of the directors of Dartmouth College. Jeremiah Mason, one of

the greatest lawyers of his time, put this question in legal shape and fortified it with precedents. Daniel Webster presented it with all his powers of oratory, and the supreme court of the United States decided it in an opinion which has become one of the most noted in the world.

It thus takes its place in the books surrounded with much learning and cited by learned counsel and learned judges in hundreds of following cases. But whose was the primal thought which afterward developed into this great authority? Manifestly that of the unknown director of Dartmouth College, who asked the simple question, "Is not our charter a contract with the state, and can the state change it?"

I use this only as an illustration to show the fact that in the great percentage of cases the questions they represent were first raised by business men in a business way. After they have thus taken shape, lawyers frame them in legal language, and the courts decide them in learned opinions. But the questions raised are the questions of the business world.

With this then as an apology for introducing to you gentlemen certain matters intimately connected with the course of legal procedure, let us examine briefly some of those questions.

One of the sharpest criticisms directed against our courts is the delay in the disposition of current business. The amount of this delay differs in different judicial districts, dependent, of course, somewhat upon the amount of business brought before the judges, but in some of the largest districts of this state it requires three years to bring a case to trial, and this period is exclusive of the time occupied in framing the pleadings on each side prior to issue, and exclusive of such time as may be occupied in adjournments of the case, after it is once called, owing to the engagements or necessities of the respective parties and their counsel. Just consider for a moment what such delay means.

The effort to meet this evil by the multiplication of judges has not been successful. While within the last few years they have been largely increased, yet the time in which a case can be brought to trial has not been appreciably reduced. With approximately no more judges and judicial officers, England conducts its legal business with accuracy and despatch, covering many times greater population and greater wealth and business.

Nor, in fairness, should it be stated that any charge can be made that the judges do not work for their life is quite as toilsome as that of the ordinary member of the bar, of similar years, in active practice. Some other remedy must

be found than merely adding to the number of judges. There are certain reforms, of course, which can be effected in the profession itself; as for example, omitting the extended cross-examination of witnesses, which all judges will tell you in nine cases out of ten is quite useless; omitting extended discussion of questions of evidence, the judge, in most cases, having fully made up his mind as to the result of the evidence on motion for new trial, unless such argument is indicated by the judge of a certain case. These and other like matters are for the consideration of the profession and which they do consider, and to which they are giving their best thought and consideration.

A form of relief which lies entirely without the profession, and rests with the people, is the creation of a system of courts of limited jurisdiction, which shall hear and speedily determine cases of minor importance. In our judicial system the justice of the peace was intended to fulfill this function. He had jurisdiction of cases originally up to \$100, afterward increased to \$300. In time, however, he has become simply the collecting agent for the plaintiff, uniformly rendering judgment in his favor, and thus the defendant is required to pay the costs of the suit and take an appeal, in order to have any judicial determination whatever of his case. It is apparent at once that such a system is not only useless, but is an expense and hindrance in reaching any just results.

Many years ago Lord Brougham, in England, devised what is known there as the small letters court. It took him 20 years to secure the adoption of this system by act of Parliament, against the prejudice and jealousy of change which adheres in the English mind. When once adopted, it has worked with such entire satisfaction as to be regarded as one of the best features of the present system of judicature, and Lord Brougham regarded it as the triumph of his long public life.

Under this system the plaintiff, whose claim is limited to a certain number of pounds, can go before the county judge and file his complaint, stating briefly the cause of action. This statement of action is served upon the other party, who is directed to reply within a short period. The case is promptly called for disposition, and the parties can appear with or without counsel, exactly as they please.

The judge is paid \$1500 a year; he is appointed by the crown, and is absolutely impartial in his decisions. If the parties desire a jury trial, they can have it by depositing a fee of four shillings, but I understand that this is very seldom asked for. The court can hold its judgment in accordance with the financial condition of the parties.

For example, if he renders judgment for £10, he can direct the defendant to pay a pound a month, thus, in a proper case, saving him from financial ruin.

Similar systems have been adopted in various places in this country, and have been found to work admirably. The cost to the community would certainly be no more, and probably much less, than is now paid out in costs in perfectly useless litigation before the justice of the peace. Some such system, if adopted here, would undoubtedly accomplish two very marked results. First, it would relieve the present courts of a mass of petty cases which choke their calendars and would seem to occupy time in the inverse order of their practical importance; and in the second place, it would give the litigant in small cases, who is often a person of small means, a speedy, inexpensive and impartial trial, which is all that he has a right to ask of the community.

It cannot be questioned that such a system is better than the delayed trial of these cases, where the expense to the county and to the parties, in obtaining a determination, is often much more than the entire amount involved. Such a system has been recommended from time to time by members of the profession and has been considered by the Legislature, but it will never be adopted until a strong public sentiment advocates its enactment.

Another judicial reform to which I would ask to direct your attention for a moment is the removal of the liquor license business from the quarter sessions courts and placing it in an excise commission.

One other matter, which is at least a subject of consideration, whether or not any change of this sort could be effected, is the extension of the term of the judges and the taking of their creation as far as possible out of the realm of politics. Your federal judiciary are appointed and their tenure of office is for life, or until a certain age limit is reached, when they are retired upon a pension equivalent to the full salary. Men of the highest professional standing are willing to accept these positions, which come in a dignified way, without any political appeal being necessary, and with an assured position for life at a less salary than they would receive in the state judiciary.

Any of you who have had occasion to conduct litigation in another state will hear me out when I state that your first direction to counsel is, to have the case brought in, or removed to, the federal courts. You do this, not because of any reflections upon the local judiciary, but because you know the federal judiciary and know that in that court you will get exactly the law as the judge believes it

to be, without a hair's breadth more and without a hair's breadth less.

In England the same system has always been at work and her experience for nearly a thousand years shows how highly she has valued the placing of her judges above the reach of any political fear or favor, and supported in their actions by the whole power of the crown. That that judicial system stands unexcelled in the civilized world will be conceded by every one.

These are some of the questions which I have sought to present before you, needing at least the attention of the intelligent and thoughtful portion of the community. "Eternal vigilance is the price of liberty," and eternal vigilance can nowhere be better directed than on the foundation stratum of the social house, its judiciary; and, as I have said in the beginning, to you, of all men in the community, these subjects should have consideration for as the watchman of a financial state, you are also the watchman of all that goes to preserve, protect and keep pure the institutions of that state.

## FRANCE FAVORS OUR INDUSTRIES

Careful Investigation as to American Securities Made Before Money Is Invested by French People.

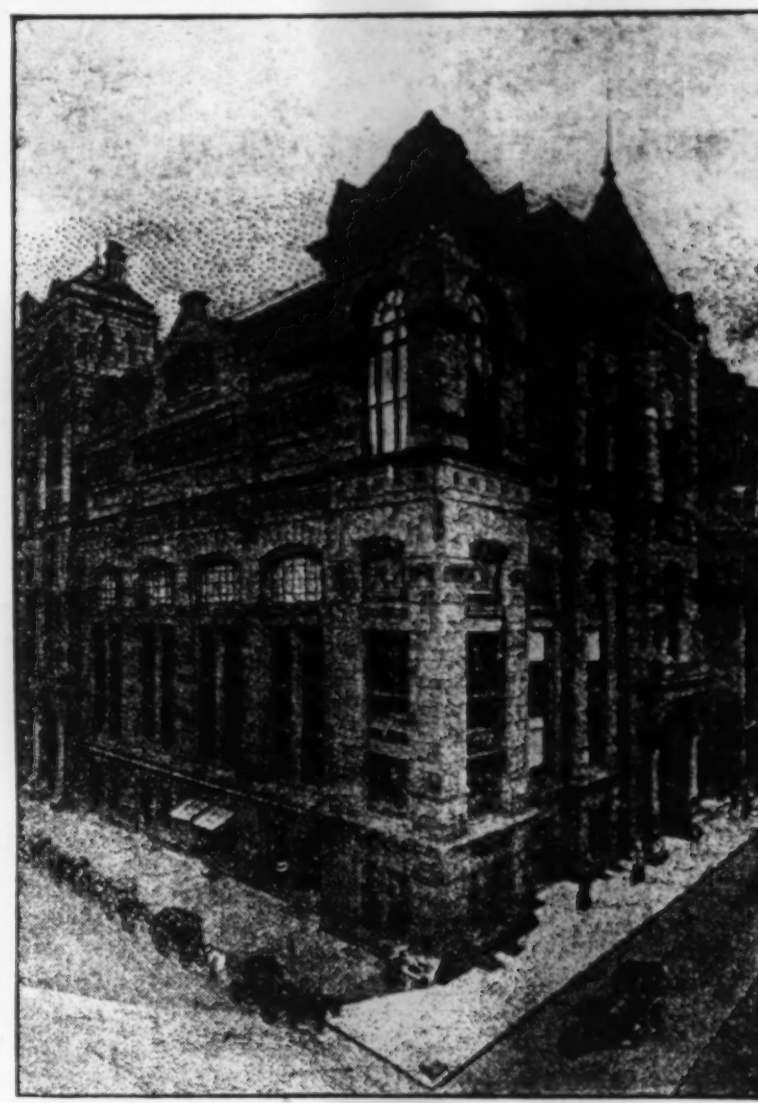
NEW YORK—The favorable consideration shown by France to certain American industrial securities that are based upon iron, steel and transportation interests is understood to be due, in part, to a most searching investigation of the properties made by a confederation of engineers long employed for the account of French investors in North America.

The investigation was begun a year ago and was but recently completed and after being placed before a syndicate of distinguished French publicists and bankers, was diligently compared with the reports upon the same properties that were submitted by certain American bankers concerned in placing the securities more prominently before the speculative classes of France than has been the case hitherto.

According to the principal attorneys for rich French families that have large investments in the United States, there is about to occur a large and steady inflow of French capital into United States industrial and mining companies which are honestly and efficiently managed.

It is known that a local firm of lawyers which handles about \$75,000,000 of French capital, invested in real estate in

## Chicago Board of Trade Building



The Chicago Board of Trade, known the world over for its extensive produce and grain market, is housed in one of the best, although not the most pretentious, buildings of Chicago.

this city, has lately sold several parcels and reinvested the money in approved industrial and mining securities, the merits of which were passed upon by a board of investigating engineers familiar with the principal industries of this kind that prosper stocks the public.

A good deal of French money lately taken out of real estate in New Orleans has been reinvested in highly profitable industrial and mining securities commended by an old and conservative banking firm of that city and New York, which stands high with a large circle of very rich French families.

### ENGLISH WIRELESS PERMITS.

No one can set up a wireless telegraph instrument in England now without a permit from the postoffice department.

## CONSUL REPORTS SOMETIMES ODD

Every once in a while the consular reports contain information of a sort that appeals as being odd, remarks the New York Sun. For instance, to a man whose first emotion when he hears the name Russia is to think of Siberia and general darkness, an announcement of trade opportunities for fountain pens rings queer.

Almost next door to this item is an article regarding the growth of chick peas in Mexico. These, the reader is informed, are almost universally exported to Spain. It is odd to learn that Spain's typical dish depends not a little upon imports from Mexico.

# OLD COLONY TRUST COMPANY

## BOSTON

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CAPITAL - - \$1,500,000.00  
SURPLUS - - 6,000,000.00  
ASSETS Nov. 1, 1909 - 49,946,102.83

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The Temple Place Branch of this Company was designed and equipped to meet the needs of our lady patrons. Reading, writing and reception rooms are reserved for their exclusive use. The number of ladies who daily avail themselves of the privileges of these banking rooms is well over one thousand. A cordial invitation is extended to all to inspect this office.



# Washington Street Tunnel

## How to Use It and Its Connections

The Washington Street Tunnel, between Haymarket Square on the north and Eliot and Kneeland Streets on the south, has eight stations. These stations with their thirty entrances and exits amount to almost a continuous station under Washington Street. From them it is only a few steps to retail stores, business offices, hotels, theatres, public buildings, institutions, courts, historic buildings and points, banks, banking houses, clubs, newspaper offices, the Post Office, the Stock Exchange, the Relief Hospital, the markets, churches and other places of resort. Indeed, there are nowhere else in the world so many points of equal interest so accessible to any rapid transit thoroughfare.

Yet many do not appreciate the availability of these stations. Many do not know where to find the entrances most convenient for their own use, and others are unaware of the superiority of this line over some of the surface lines.

In order that our patrons may have a better knowledge of the facilities supplied by this Tunnel, we are publishing information concerning each of the stations.

### South Bound Stations

#### FRIEND STATION, Wall Signs BLUE

Passengers leaving by the Exit on  
Washington Street Union Street

near Friend St., will be within  
60 yds. of Haymarket Sq.  
120 yds. of The Relief Hospital  
180 yds. of American House  
40 yds. of Hotel Napoli  
240 yds. of Quincy House  
240 yds. of Marston's Restaurant  
350 yds. of Crawford House  
and within a few yards of many  
points on Washington, Hanover,  
Friend and Portland Streets.

between Haymarket Sq. and Han-  
over St., will be within  
320 yds. of Quincy Market  
270 yds. of Faneuil Hall  
and within a few yards of many  
points on Union, Hanover, Black-  
stone and North Streets, and the  
market district.

#### MILK STATION, Wall Signs GREEN

Passengers leaving by the Exit on  
Washington Street Devonshire Street

next to the Old South Church will  
be within  
10 yds. of Old South Church  
25 yds. of Old South Building  
130 yds. of International Trust Co.  
130 yds. of New England Trust Co.  
40 yds. of Boston Transcript  
150 yds. of City Hall  
200 yds. of Parker House  
235 yds. of Houghton & Dutton's  
240 yds. of Tremont Building  
20 yds. of Boston Advertiser  
20 yds. of Boston Record  
200 yds. of Wesleyan Hall  
215 yds. of John Hancock Bldg.  
310 yds. of First Nat'l Bank  
and within a few yards of many  
points on School, Washington, Milk,  
Arch and Hawley Streets.

between Water St. and Spring Lane  
will be within 30 yds. of banks  
and banking houses on Devonshire Street  
25 yds. of the Postoffice  
53 yds. of the Federal Courts  
53 yds. of the Sub-Treasury  
56 yds. of the National Shawmut  
Bank  
50 yds. of the Boston Journal  
80 yds. of the Boston Post  
87 yds. of the Boston Globe  
185 yds. of Stock Exchange  
165 yds. of Young's Hotel  
200 yds. of Ames Building  
325 yds. of Scollay Square  
330 yds. of Steamship offices on  
State Street  
430 yds. of Pemberton Sq. (Court  
House)  
and within a few yards of many  
points on Washington, Water, Dev-  
onshire and Congress Streets and  
Postoffice Square.

#### WINTER STATION, Wall Signs RED

Passengers leaving by the Exit on  
Winter Street Temple Place

a few feet from Washington St. will  
be within  
1 yd. of Filene's  
50 yds. of A. Shuman & Co.  
45 yds. of Gilchrist Co.  
70 yds. of C. F. Hovey & Co.  
43 yds. of Shepard Norwell Co.  
30 yds. of American Music Hall  
157 yds. of Boston Common  
220 yds. of Park St. Church  
310 yds. of Boston Traveler  
320 yds. of Boston American  
and within a few yards of many  
points on Washington, Winter, Tre-  
mont, Summer, Franklin, Hawley,  
Arch, Kingston and Otis Streets.

a few feet from Washington St. will  
be within  
60 yds. of Jordan Marsh Co.  
108 yds. of R. H. White Co.  
43 yds. of J. A. Houston Co.  
172 yds. of Adams House  
147 yds. of Boston Theatre  
157 yds. of Keith's Theatre  
167 yds. of Bijou Dream  
33 yds. of Old Colony Trust Co.  
50 yds. of Provident Institution  
173 yds. of St. Paul's Church  
110 yds. of R. H. Stearns & Co.  
and within a few yards of many  
points on Washington, West, Tre-  
mont, Bedford, Avon and Chauncy  
Streets and Temple Place.

#### BOYLSTON STATION, Wall Signs DRAB

Passengers leaving by the Exit on  
Boylston Street Lagrange Street

a few feet from Washington St. will  
be within  
20 yds. of Continental Clothing  
House  
30 yds. of Hotel Brewster  
133 yds. of Hotel Touraine  
110 yds. of Masonic Temple  
120 yds. of Boston Y. M. C. U.  
30 yds. of H. Siegel Co.  
55 yds. of Park Theatre  
210 yds. of Colonial Theatre  
230 yds. of Tremont Theatre  
166 yds. of Boston Common  
200 yds. of Boston Herald  
85 yds. of Child's Restaurant  
and within a few yards of many  
points on Washington, Eliot, Tre-  
mont, Kneeland and Beach Streets  
and Harrison Avenue.

a few feet from Washington St. will  
be within  
143 yds. of Majestic Theatre  
300 yds. of Hollis Street Theatre  
53 yds. of Globe Theatre  
58 yds. of Gaiety Theatre  
and within a few yards of many  
points on Boylston, Tremont, Wash-  
ington, Essex and Chauncy Streets  
and Harrison Avenue.

#### To Boston, South Bound

Passengers from Everett, Malden, Medford, Arlington, Somerville, East Boston, Chelsea, Atlantic Avenue (South Station) and parts of Charlestown and Cambridge, by transfer, and also those from the neighborhood of Sullivan Square, City Square and North Station, may reach any of the above named stations.

#### From Boston, South Bound

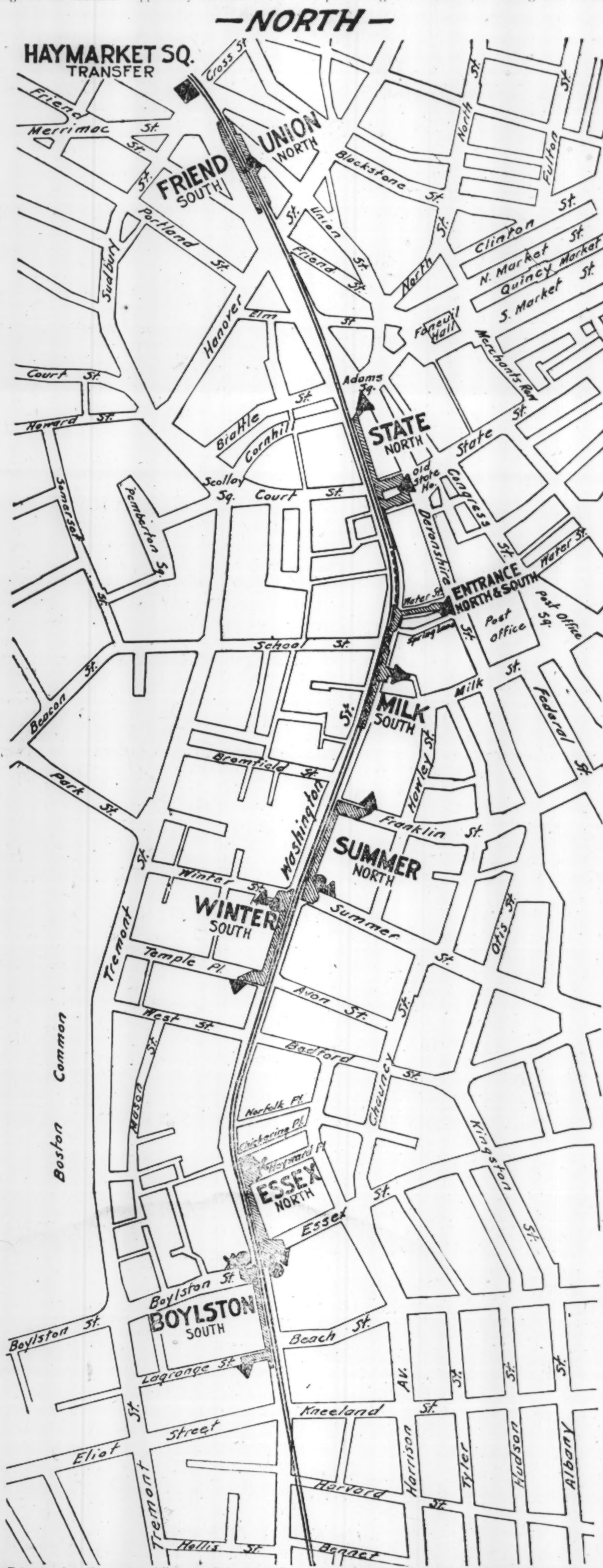
By entering any of the above stations, passengers may take south bound trains for Dover Street, Northampton Street and Dudley Street Stations, and by transfer, for South Boston, parts of Brookline and Jamaica Plain, Roxbury, West Roxbury, Forest Hills, Dorchester, Roslindale, Mattapan, Neponset and other points reached by surface cars.

#### Subway Connection

Transfer between the Washington Street Tunnel and the Tremont Street Subway may be made by using the passageway connecting the Haymarket Square Subway station and the Friend Tunnel station. Passengers may transfer from surface cars entering the subway at Causeway Street to south bound elevated trains. Passengers may transfer from elevated trains to subway surface cars for Scollay Square, Park Street and Boylston Street Subway stations and points south and west.

#### East Boston Tunnel Connection

Transfer from the East Boston Tunnel to south bound elevated trains may be made by using the passageway connecting the Devonshire Street Station of the East Boston Tunnel with Milk Station.



▲ Triangles show Entrances and Exits. ● Circles show Entrances only. ✕ Crosses show Exits only. ■ Square shows Transfer to Subway

### North Bound Stations

#### UNION STATION, Wall Signs BLUE

Passengers leaving by the Exit on  
Washington Street Union Street

near Friend St., will be within  
60 yds. of Haymarket Sq.  
120 yds. of The Relief Hospital  
180 yds. of American House  
40 yds. of Hotel Napoli  
and within a few yards of many  
points on Washington, Hanover,  
Friend, Sudbury and Portland  
Streets.

between Haymarket Sq. and Han-  
over St., will be within 60 yards of  
Haymarket Sq., and within a few  
yards of many points on Union,  
Hanover, Blackstone, Endicott and  
Cross Streets, and a portion of the  
market district.

#### STATE STATION, Wall Signs GREEN

Passengers leaving by the Exit at

The Old State House Adams Square

will be within 200 yds. of banks  
and banking houses on State and  
Devonshire Streets.  
100 yds. of Young's Hotel  
65 yds. of Ames Building  
50 yds. of Sears Building  
80 yds. of Exchange Building  
130 yds. of Old Court House  
210 yds. of Scollay Square  
200 yds. of Steamship Offices  
140 yds. of Post Office  
160 yds. of Sub-Treasury  
160 yds. of Federal Courts  
110 yds. of National Shawmut Bank  
145 yds. of Boston Journal  
140 yds. of Boston Post  
100 yds. of Boston Globe  
195 yds. of City Hall  
335 yds. of Parker House  
and within a few yards of many  
points on Washington, State, Court,  
Devonshire, Congress, Exchange and  
School Streets.

will be within  
160 yds. of Quincy Market  
110 yds. of Faneuil Hall  
163 yds. of Crawford House  
110 yds. of Quincy House  
150 yds. of Marston's Restaurant  
280 yds. of Austin & Stone's Museum  
275 yds. of Pemberton Sq. Court  
House  
210 yds. of Scollay Square  
and within a few yards of many  
points on Adams and Dock Squares,  
Washington and Brattle Streets,  
Cornhill and the market district.

#### SUMMER STATION, Wall Signs RED

Passengers leaving by the Exit on

Summer Street Franklin Street

a few feet from Washington St.  
will be within  
50 yds. of Jordan Marsh Co.  
50 yds. of Filene's  
20 yds. of A. Shuman & Co.  
40 yds. of Gilchrist & Co.  
85 yds. of C. F. Hovey & Co.  
135 yds. of Shepard Norwell Co.  
105 yds. of J. A. Houston Co.  
225 yds. of Boston Common  
270 yds. of Park St. Church  
70 yds. of American Music Hall  
180 yds. of Old Colony Trust Co.  
260 yds. of R. H. Stearns Co.  
250 yds. of St. Paul's Church  
195 yds. of Provident Institution  
240 yds. of Boston Traveler  
250 yds. of Boston American  
and within a few yards of many  
points on Washington, Summer,  
Chauncy, Winter and Tremont  
Streets and Temple Place.

a few feet from Washington St.  
will be within  
325 yds. of International Trust Co.  
335 yds. of New England Trust Co.  
50 yds. of Jones, McDuffee & Strat-  
ton  
25 yds. of Dennison Mfg. Co.  
125 yds. of Wesleyan Hall  
280 yds. of John Hancock Bldg.  
290 yds. of First Nat'l Bank  
255 yds. of Winthrop Sq.  
340 yds. of S. S. Pierce Co.  
370 yds. of Houghton & Dutton  
160 yds. of Old South Church  
200 yds. of Old South Building  
125 yds. of Boston Transcript  
165 yds. of Boston Record  
165 yds. of Boston Advertiser  
and within a few yards of many  
points on Washington, Franklin,  
Hawley, Arch, Devonshire, Milk,  
Bromfield and Tremont Streets.

#### ESSEX STATION, Wall Signs DRAB

Passengers leaving by the Exit on

Essex Street Hayward Place

a few feet from Washington St.  
will be within  
22 yds. of H. Siegel Co.  
50 yds. of Continental Clothing  
House  
70 yds. of Hotel Brewster  
173 yds. of Hotel Touraine  
150 yds. of Masonic Temple  
160 yds. of Boston Y. M. C. U.  
206 yds. of Boston Common  
250 yds. of Colonial Theatre  
283 yds. of Majestic Theatre  
270 yds. of Tremont Theatre  
143 yds. of Globe Theatre  
90 yds. of Gaiety Theatre  
395 yds. of Hollis St. Theatre  
and within a few yards of many  
points on Washington, Boylston,  
Eliot, Tremont, Essex, Beach  
and Kneeland Streets and Harrison  
Avenue.

a few feet from Washington St.  
will be within  
90 yds. of Adams House  
75 yds. of Park Theatre  
100 yds. of Keith's Theatre  
110 yds. of Bijou Dream  
125 yds. of Boston Theatre  
120 yds. of R. H. White Co.  
175 yds. of Boston Herald  
55 yds. of Child's Restaurant  
and within a few yards of many  
points on Washington, Chauncy,  
Bedford, West and Tremont Streets.

#### To Boston, North Bound

Passengers from South Boston, parts of Brookline and Jamaica Plain, from Roxbury, West Roxbury, Forest Hills, Dorchester, Roslindale, Mattapan and Neponset, by transfer, and also from the neighborhood of Dudley Street, Northampton Street and Dover Street Stations may reach any of the above named stations.

#### From Boston, North Bound

By entering any of the above stations, passengers may take north bound trains for North, City Square, Thompson Square and Sullivan Square Stations and, by transfer, for East Boston, Chelsea, Atlantic Avenue (South Station), Everett, Malden, Medford, Arlington, Somerville and parts of Charlestown and Cambridge.

#### Subway Connection

Transfer between the Washington Street Tunnel and the Tremont Street Subway may be made by using the passageway connecting the Haymarket Square Subway station and the Union Tunnel station. Passengers may transfer from surface cars from Pleasant Street, Boylston Street, Park Street and Scollay Square Subway stations to north bound elevated trains. Passengers may transfer from elevated trains to subway surface cars for parts of Cambridge, Somerville, Charlestown, and other points north and west.

#### East Boston Tunnel Connection

Transfer from the elevated trains to the East Boston Tunnel may be made by using the passageway connecting State Station with the Devonshire Street Station to the East Boston Tunnel.

Boston Elevated Railway Co.



## "Legal Tender" in United States Money

OFFICIALLY, there are just 10 kinds of money in circulation in the United States, says the Chicago Tribune. Do you know which of those are legal tender and in what amount? It may be that all money looks alike to you, but there's a difference, and below is the list:

Gold coins, standard silver dollars, subsidiary silver, gold certificates, silver certificates, treasury notes (1890), United States notes, (greenbacks) national bank notes, nickel coins and bronze coins.

Looking upon this formidable classification of United States money as made by the treasury department, it becomes more formidable when it is considered from the highly technical point of view as a legal tender. Some of the most imposing of this paper currency is not a legal tender in such small amounts as to startle the average layman. It may be well to recall to this layman that the term "legal tender" owes its significance to the fact that in payment of debt or obligation of any kind it can be forced upon the creditor "in full of all demands."

Gold certificates, silver certificates and national bank notes, of which such enormous numbers circulate everywhere, are not legal tender. If you have plenty of money, and if you have forced Jones to sue you in order to get judgment, Jones can turn down every one of these bills tendered in payment and force you to produce something better.

Should Jones do such a thing, you might conceive the idea of unloading a lot of silver coins upon him. But he'll take only \$10 worth of halves, quarters and dimes, while as to nickels and copper cents, only 25 cents value is legal tender.

But as to the standard silver dollar, there's no limit upon your shoveling them out to Jones. Jones may refuse the silver certificate, but when you show the metal dollar, they go unquestioned at their face value. And 1000 of them weigh 58.92 pounds.

Treasury notes of the act of 1890 are legal tender to their face value in payment of all debts, public and private, unless expressly stipulated in the contract.

Strictly speaking, the United States notes or greenbacks are legal tender, with the exception of duties on imports and interest on the public debt. Practically, however, since the resumption of specie payment in 1879, greenbacks have been received freely and without question by the government, though the law respecting them hasn't been changed.

While the gold and silver certificates are not legal tender as between individuals, both issues are receivable for all government dues of whatever kind, in this respect legally more acceptable than is the greenback.

National bank notes, while not legal tender and not receivable for duties on imports, still may be paid by the government for salaries and all debts of the government except interest dues and in redemption of the national currency.

By special enactment no foreign coin of any kind or denomination shall be a legal tender in the United States, so that if some time the street-car conductor does balk at the chance Canadian dime fished from your pocket, keep cool and produce something that is United States.

## OHIO LEADS STATES IN MANUFACTURING POTTERY PRODUCTS

Industry in Nineteen Hundred and Eight Turns Out More Than Twenty-Five Million Dollars' Worth.

### OUTPUT IS REDUCED

In the production of pottery of all kinds Ohio takes the lead of all the states, with New Jersey second and West Virginia third. However, 37 states of the Union have made reports on pottery manufactures. How much Ohio leads in the industry may be seen in the fact that in 1908 it turned out almost \$11,000,000 of the total pottery product.

As to pottery manufacture in 1908, even with a falling off of nearly 17 per cent from 1907, it was valued at \$25,135,555 for the twelvemonth. Trenton, N. J., turning out \$5,649,472 of this total, and East Liverpool, O., producing \$4,050,384 worth of the many varieties of pottery ranging from a costly porcelain bathtub to the simple little red flower

pot with the round hole in the bottom. Last year pottery workers in the United States manufactured \$757,900 worth of the ordinary red earthen flower pots which are to be found in almost every household in the country throughout the winter season, says the Chicago Tribune.

Considering the red earthen flower pots as they are known to most householders in varying sizes, numbers, and degrees of fragility anywhere from the basement to the attic, this total doesn't look much for one year's production. But these are manufacturers' prices quoted by the national geological survey, which remarks that the red flower pot is about the cheapest thing that is turned out in burnt clay, anywhere.

## THE BOHEMIA MINING DISTRICT

The Bohemia mining district, in Lane and Douglas counties, Ore., is described in a brief report by D. F. MacDonald that forms part of the United States geological survey's bulletin 380—"Contributions to Economic Geology, 1908, Part 1." The district lies on Calapooya mountain, in a region of bold relief and luxuriant vegetation—a region noted for its timber resources.

The ore deposits are fissure veins that contain free gold, which have been developed by several mines. Mr. MacDonald sketches the general geology, the ore deposits and the mining development of the district, and includes notes on the mode of ore deposition.

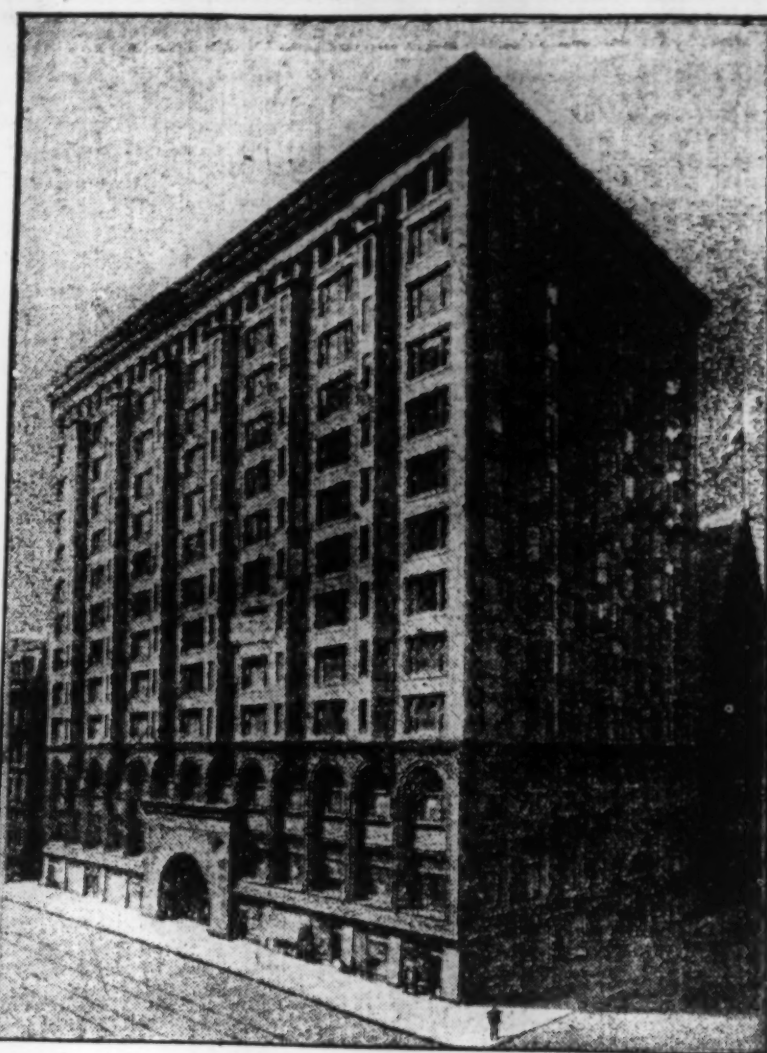
## ADVANTAGES OF FARM LIFE

Governor Hughes Says Some Day Young Men Will Wake up to Fact of Good Chances on the Farm.

"When you get out where a man has a little elbow room and a chance to develop, he has thoughts of his own," said Gov. Charles E. Hughes of New York recently. "His thinking is not supplied to him every night and every morning, and he is less of a machine and more of a man. The farmers do not come to the state government asking alms. They are self-reliant, they are intelligent."

"What we want in connection with agriculture is not expert method, we want direction, we want the way shown, and then the man can walk in it. There is no reason why the same care and intention and skill and consideration should not be devoted to agriculture as to industry and the technical trades."

"The men who are running away from the farms too frequently make a mistake, and some day in New York—and the day is rapidly approaching—our young men, in larger numbers, will wake up to the fact that they have a pretty good chance on the farm, and that they may be to a greater degree independent and happy in life if they stay where their happy lots were cast in connection with their fathers' farm or another which they may be able to procure."



CHICAGO STOCK EXCHANGE.

The stock exchange building of Chicago, at La Salle and Washington streets, is the scene of busy activity every day of the business year. It is a splendid 12-story structure containing many offices.

## MRS. BALLINGER FROM BAY STATE

Wife of Present Secretary of Interior Complimented as a Notable Woman by Southern Newspaper.

The wife of the secretary of the interior is a notable woman, says the Savannah News. She is devoted to her home and her family interests, yet is broad in her scope and intelligent in her grasp of all which concerns the outside mission of women.

Speaking of patriotic societies, in which she is deeply interested, Mrs. Ballinger explained that her early youth was passed in an environment happily conducive to developing love of country. Her home was in the pretty town of Lee, in the heart of the Berkshires, where the very air seems charged with patriotism.

Before her marriage Mrs. Ballinger was Julia Bradley, daughter of one of the most revered citizens of Lee and a descendant of eminent pioneers of the great Commonwealth state.

She received an excellent education at the private schools of Lee and then entered Wellesley college, where she remained for another four years. Judge Ballinger was studying at Williams college in Williamstown, Mass., and in his class was Walker Bradley, brother of Mrs. Ballinger, now a professor in the Wesleyan university of Middletown, Conn.

Now young Ballinger's home was in the far West and Bradley's was within a few hours of the college. So the two boys, who were like brothers, began to spend their holidays at the Bradley home—with the result that young Ballinger soon longed to be Bradley's brother in truth and by law. The story is a very pretty one and closely identified with Mrs. Ballinger's deep devotion to her old home in Lee.

## Big Demand for Odd Lots

That the small investor has an equal opportunity with the owner of a large block of stock so far as recognition, dividends and rights are concerned in the big corporations is responsible for the big demand for "odd lots" which is experienced by brokers. It affords an easy opportunity for a man with small means to invest his money in a way whereby he can turn his holdings into cash on short notice. Of course the safety of the investment is another matter.

Seekers of single shares of stock have no trouble in finding agents that will undertake to get them for them. There is a big market in "odd lots." New York stock exchange houses with nearly 60 members, whose seats are worth \$4,000,000, make a specialty in dealing in "odd lots." One house with eight board members keeps a force of 80 clerks busy on its "odd lot" business.

The one, two and three share owners constitute in themselves an impressive and generally unrecognized force in corporate affairs.

In the panic of 1907 a hundred thousand small investors drew their money from the savings banks and bought stocks that had been thrown overboard by speculators in their endeavor to realize. The public got these shares low.

Some of them have sold them, taking advantage of the reaction in prices that came with the passing of the panic conditions, but the panic resulted in increasing the shareholders in 16 of the leading railroad and industrial corporations from 250,000 to 350,000. Sugar alone gained 6000 new shareholders who were convinced that the low prices which the stock then commanded did not alter the fact that the corporation was in prime shape and that its earnings were stable.

Acting on the theory that shareholders have a right to privacy in their investments, the corporations are exceedingly reluctant to give out lists or names. In fact, it is almost impossible to obtain them. When the Senate elicited a report from the interstate commerce commission as to the number of shareholders in each railroad in the country, the commission responded under protest.

The report disclosed that there was a very wide apportionment of gilt-edged securities which seldom are offered on the exchanges. They are too good to be sold, unless the holder is sorely pressed by circumstances. For instance, some of the companies showed that the average distribution of stock was small, running as follows:

Boston & Albany, 30 shares; Boston & Lowell, 30 shares; Boston & Providence, 30 shares; Concord & Montreal, 32 shares; Georgia Railroad & Banking, 38 shares; Mine Hill & Schuylkill Haven, 21 shares; North Pennsylvania, 49 shares; 929.

Northern (New Hampshire), 15 shares; Old Colony, 35 shares; Philadelphia, Germantown & Norristown, 21 shares; Utica, Chenango & Susquehanna Valley, 39 shares; Vermont & Massachusetts, 24 shares.

These dozen roads are owned by 30,000 investors, with average holdings of less than 29 shares. It is not phrasing it too extravagantly to say that the "odd lot" investors are the mainstay of our corporate finance.

Many corporations have found it good business policy to afford opportunities to their employees to invest in their securities on easy terms of payment. It tends to increase the loyalty and quality of service of the workmen, clerks, etc. The employees of the United States Steel Corporation took more than \$12,000,000 worth of stock. Each of them has regularly received quarterly dividends, and although at one time the preferred stock down to \$30, its price has since recovered to a point where it is possible for such of the employees as may wish to dispose of their shares at a profit.

## NEW ENGLAND COTTON YARN

The Union Mills and the Royal Gem Mills, which jointly take over a lease of the New England Cotton Yarn Company, while operating in New York, are both distinctly Boston enterprises and are offered by Boston men. The Union Mills was incorporated in 1901 and has an outstanding capitalization of \$280,000 common stock, \$280,000 6 per cent preferred stock and \$280,000 of 5 per cent bonds.

The Royal Gem Mills has \$150,000 each of common and preferred stock and \$150,000 of 5 per cent bonds. It is considered an easy matter for these knitting goods companies to meet the requirements of the lease from the earnings of the New England Cotton Yarn Company and from the economies resulting from the joint control. As of course these companies can use but a small proportion of the 45,000,000 pounds output of the Cotton Yarn Company, the balance will be sold as at present.

### CHILE IS HEAVY IMPORTER.

Chile annually takes imports to the value of about \$100,000,000, of which more than 90 per cent is in manufactured articles, and of which the United States is supplying less than \$9,000,000.

### LABOR AND COOPERATION.

In 1883, there were 15 labor cooperative societies in the United Kingdom; in 1908 there were 112, and their profits in a trade of \$20,510,069 amounted to \$888,929.

# H. J. Naughton & Co., Bankers

Merchants National Bank Bldg.

28 STATE STREET, BOSTON

New York

Toronto

London

## Specialists in Buying and Selling Canadian Securities

### Canadian

Municipalities are conscientiously careful regarding their respective indebtedness. Failure to pay both principal and interest has not been recorded against any bond issues of the Dominion in recent years.

The restrictions under the Canadian laws have materially assisted in placing all Canadian Government bond issues on a high credit basis.

All through Canada municipal bonds are regarded as preeminently safe, and the home market for them is constantly growing.

We are, however, in a position to secure many of the best issues, and we are in constant communication with leading banking houses and Government officials for this purpose.

We are offering these bonds to our clients on very favorable terms, netting the investor somewhat more than equally good bonds issued in the States.

Most of these bonds are ranging for a period of from 15 to 50 years' maturity, and in denominations from \$100 to \$5000.

### Possibilities

In 1803 the illustrious colonizer, Earl Selkirk, brought three shiploads of evicted tenants from Scotland and Ireland to settle in Eastern Canada. Slowly but steadily these sturdy people turned their faces westward and ever increased in numbers. It was not, however, until the CANADIAN PACIFIC RAILWAY was completed that emigration and development began in earnest. The resources of the Dominion of Canada are but now beginning to be gauged, and in this effort to estimate the actual and potential wealth of the Dominion, the mind is overwhelmed by the boundlessness of the country's natural riches. Canada is a great country of distances. Extending from the Atlantic to the Pacific, it is more than equal in size to the United States, covering 3,614,000 square miles—one-twelfth of the land surface of the earth. The eastern Provinces of Canada are a land of woods and forests, of seaports and harbors, lakes and valleys, corn lands and pastures, more extensive than half a dozen European Kingdoms, practically all throbbing in some degree with the energy of strenuous commercial activity, and rich in agriculture, timber and minerals. One hundred and fifty million acres are available for wheat culture alone in Western Canada and Dr. P. T. Dondlinger in his recently published "The Book of Wheat" says: "The greatest wheat crop ever recorded in the world's history as being produced on unfertilized land was that of Western Canada in 1901, where 63,425,000 bushels were harvested from a little over 2,500,000 acres; an average of over 25 bushels per acre."

### Reasons

Municipal bonds are issued for local improvements. The larger cities are obliged continually to improve their streets and pavements, to enlarge their waterworks, sewerage and other sanitary arrangements, build schools, fire halls, improve their harbor and railway facilities, with the growth of their population. In the cases of such cities as Montreal, Toronto, Winnipeg, Vancouver, Calgary, Edmonton, where the population is increasing at a very rapid rate, the need for funds for these very popular purposes is insistent and regular; and they are obliged to appear on the bond market practically every year or so.

Then there are the smaller towns and cities. In the East the towns, when they reach a certain size, install waterworks and sewerage systems, build good schools, pavements, and in other ways increase the comforts of and attractions for the citizens. Each move of this sort means a bond issue.

OUR BOOKLET AND WEEKLY MARKET LETTER, FREE ON APPLICATION, WILL GIVE YOU MORE DETAILED DESCRIPTIONS



## SHIPPING TRADE HAS RECUPERATED FROM DEPRESSION

Indication of Great Industrial  
Recovery in America Is  
Shown By Increased Num-  
ber of Immigrants.

### BIG TRAFFIC GAIN

The business of the transatlantic and coastwise vessels has recuperated to a very large extent from the low ebb following the financial flurry of October, 1909. This is evident from the largely increased number of immigrants that have been landing daily at the ports of New York and Boston. Immigration is a very large item of the transatlantic traffic.

An accurate barometer of the industrial situation in America can be found in the ebb and flow of passengers and freight traffic across the Atlantic, applying to a limited extent to the second class, but more particularly to the volume of third-class passengers and freight traffic.

This was clearly demonstrated by developments in the shipping business during 1908, particularly in the transatlantic trade, as immediately after the industrial depression set in, during September and October, 1907, the west-bound third-class passenger business practically ceased, and the west-bound freight business was considerably reduced. This condition of affairs continued during the entire year of 1908, and resulted in its being the most unprofitable year that the transatlantic lines experienced in many years.

This depression was not confined to the west-bound traffic, as there was also a large reduction in the volume of east-bound traffic, and the depression extended to the coastwise trades and the shipping trade of the world generally.

To give an idea of the falling off in the transatlantic passenger trade during the year 1908 it is only necessary to state that having taken into consideration the increased east-bound third-class movement during the first half of the year, there were 945,717 fewer people carried to and from the great transatlantic ferries during 1908 than in 1907.

The greatest factor in the above figures was the fact that 964,397 fewer immigrants landed in the United States and Canada during the year 1908 than in 1907.

A further interesting factor in connection with the movements of immigrants during the last year is that the arrivals in the United States and Canada amounted to only 414,892, or the smallest since the year 1899, when the number of third-class passengers arriving was 388,111, whereas during the year 1907 the number of third-class passengers arriving at American and Canadian ports amounted to 1,386,307, of which about 80 per cent. arrived at the port of New York.

As a certain percentage of immigration travels in the second class, and as the second-class arrivals at the above ports during the year were approximately 167,034 passengers, as against 228,863 for the year 1907, thus decreasing 61,829 for the year, it will be seen that the number of second and third-class passengers arriving at American and Canadian ports during the year 1908 was 1,026,226 less than during the preceding year.

This reduction in immigration was caused by the depression in this country and the consequent lack of demand for laborers for construction and manufacturing purposes. This condition also caused a largely increased eastbound movement during the early part of the year, as compared to previous years, which demonstrates that the immigration problem, like other economic questions, is governed by supply and demand, and the development of this proves that the supply and demand control this question probably better than the laws enacted by legislation.

It also proves that when there is no great prosperity in this country the immigration problem requires no attention, but that when in order to develop the marvelous resources of the country labor is needed, it can be secured only by immigration from foreign countries.

During the past year both freight and passenger business to and from Canada and foreign countries did not increase in anything like as great proportion as that of the United States, owing largely to the great development of that magnificent country and the encouragement given to commerce generally by the Canadian government, and to the great interest taken in the import and export passenger and freight traffic by the large Canadian railroads, they very closely cooperating with their trans-oceanic connections.

The facilities of the port of New York have recently been very much improved by the Ambrose channel, which is rapidly approaching completion, and which now permits steamers of the deepest draft to enter and leave New York at any stage of the tide.

#### CHANGES IN ALASKAN ISLES.

A British gunboat returning from Bering sea reports new changes in the Bogoslof islands, which were created off the Alaskan coast five years ago by a volcanic upheaval. What were at first two separate islands are now made into one by the rising of the ocean floor between. Vegetation is already beginning to appear.

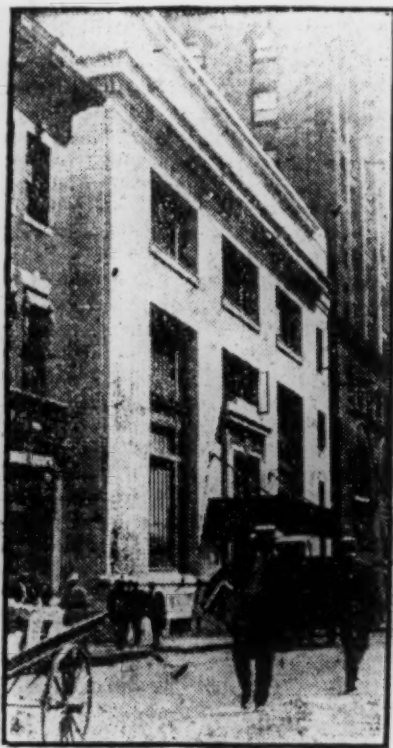
## Country's First Railroad Was Built in Massachusetts

The first railroad in the United States was built in Massachusetts in 1827. It was about five miles in length and ran from the granite quarries in Quincy to the sea. Now there are about 2500 railroads in operation with a total single-track length of about 350,000 miles, including switches and sidings—enough to girdle the earth 14 times.

The first Massachusetts railroad to modern experts in railroad construction would look oddly enough, with its wooden rails, laid upon ties placed on stone foundations, and a protective strap of iron nailed to the top of the rails to protect them from wear. Men who are now living can remember well the strap iron rails, which were fastened at the ends in such manner that the fastenings often came loose, allowing the strap, or "snake-head," as it was called, to thrust itself through the floors of cars.

When the second road was built, in the same year, it extended from a coal mine at Mauch Chunk, Pa., to the Lehigh river, nine miles away. Down-grade the cars were allowed to run by

### Old Colony Trust Company's Building



The new bank building of the Old Colony Trust Company on Court street, Boston, has been recently completed. It is a model structure for banking purposes and an architectural ornament to the street.

gravity. Mules hauled them from the bottom to the top. Steam was unknown as a motive power, either on the Quincy or the Mauch Chunk road, or the roads which were constructed about the same time, one by the Delaware & Hudson Canal Company; from Honesdale; another by the Baltimore & Ohio Company, and a third by the South Carolina Railroad Company.

The purpose of all was to transport freight. The possibilities of hauling passengers was a matter that did not especially appeal to the pioneer railroad magnates. The chief thing that concerned them was the development of some means of transporting coal and other heavy articles to and from tide-water more easily and less expensively than under the methods previously in vogue. New York state began to catch step in railroad development in 1830, when the Mohawk & Hudson and the Ithaca & Oswego roads were built.

Steam was introduced in 1839, when the first trip of a locomotive on this continent was made near Honesdale by the Delaware & Hudson Canal Company. Six miles was the extent of the locomotive's first run. The locomotive was of English manufacture.

The advantages of steam over horse and mule flesh were apparent from the outset, and in 1830 the South Carolina Railroad Company formally adopted the locomotive as traction power for freight and passenger business. The ancestor of all the hundreds of locomotives which are now annually turned out from American shops was constructed by the West Point Foundry Company for the South Carolina company in November, 1830.

With steam came speed and weight of locomotives and cars, with a corresponding demand for a rail that would stand up under the traffic better than lengths of wood stringers with a thin iron covering. The T rail was devised, of solid iron and so light in weight that it would be rejected today, even for the purposes of a "dinky" engine line. The New-Or-

### BIG NORTH SHORE SEWER PLANNED

CHICAGO—An elliptical-shaped sewer, six feet high and five feet wide, is planned by the sanitary district of Chicago on its north shore channel from Glenview to a point west of Kenilworth, where it will be run in an easterly direction to the head of the Wilamette channel. The cost will be about \$250,000, and when finished will give the towns a fine sewerage system.

"We believe this sewer will solve the north shore drainage problem," said Chairman Clark of the engineering committee, "and it means much for all north shore towns."

#### NEW YORK BANK CLEARINGS.

NEW YORK—The average daily clearings of the New York clearing house last year amounted to \$241,413,025.

leans & Pontchartrain railroad was the first to adopt the T rail.

In casting about for the starting point of the current system of through lines it is found in the construction of the Baltimore & Ohio, the Baltimore & Susquehanna, the Camden & Amboy, the New Castle & Frenchtown, the Hudson & Mohawk, the Boston & Providence, the Boston & Lowell and a few other routes of the first half of the nineteenth century. When the Ohio river was connected with Baltimore and Philadelphia by the tracks of the Baltimore & Ohio and the Pennsylvania the growth of the American railroads was fairly under way.

Railroading today is the largest business in the land. The possibilities and actualities of railroading are colossal. They earn in a year five times more gold than the whole world produces, and 30 times as much as is wrested from the mines of the United States. They take in more than \$2,700,000,000 annually, above \$7,000,000 a day.

Half of this goes into the pockets of the men who work for the railroads, and thence flows into the tills of the butcher, the baker, the clothing merchant, and purveyors of every sort of commodity that is required for the support of life and comfort.

In two years the railroad employees receive the equivalent of the entire circulation of currency in the United States. Each \$100 that is earned by the railroads is apportioned as follows: To the employees, \$40; dealers in railroad materials, \$25; taxes, \$5; bondholders, \$13; stockholders, \$12; surplus \$7.

From every \$100,000,000 paid in wages the shopmen get \$20,000,000, the trackmen \$15,000,000, the trainmen \$9,200,000, the engineers \$8,500,000, the conductors \$5,000,000, the firemen \$3,200,000, the station employees \$10,000,000, miscellaneous employees \$12,000,000, clerks \$4,500,000, watchmen \$3,000,000, officers \$2,000,000 and telegraphers \$28,000,000.

By their service to the railroad companies an industrial army of 1,700,000 persons turn their daily bread. Their rank is divided: Trackmen, 430,000; shopmen, 350,000; trainmen, 135,000; firemen, 70,000; engineers, 68,000; conductors, 50,000; station men, 192,000; miscellaneous, 240,000; clerks, 60,000; watchmen, 55,000; telegraphers, 40,000; and officers, 15,000.

It is interesting to compare the average daily earnings of the employees, which range as follows: General officers, \$11.80; other officers, \$5.80; clerks, \$2.25; station agents, \$1.95; other station men, \$1.70; engineers, \$4.10; firemen, \$2.40; conductors, 3.50; trainmen, \$2.35; machinists, \$2.70; carpenters, \$2.25; other shopmen, \$1.90; section foremen, \$1.80; trackmen, \$1.35; watchmen, \$1.80; telegraphers, \$2.15; miscellaneous, \$1.80.

By the year the average earnings of the employees are about \$600. If the wages of the whole army were raised 10 per cent, while adding only \$10 to the average of each, it would add \$100,000,000 annually to the payrolls of the companies.

If all of the 2,200,000 cars owned by the railroads could be made into a single train, the headlight of the locomotive and the green signal flags fluttering from the last car would be brought face to face with each other, for the string would completely belt the earth. At 40-car intervals there would be a locomotive, of which the roads own a total of 55,000. By putting 40 persons in each car the entire population of the country could be accommodated.

In a year the gross earnings of all railroads are more than \$2,600,000,000. Nine hundred millions of passengers are carried, who pay \$570,000,000 for their transportation, at the rate of a trifle over 2 cents a mile. The average American travels 320 miles yearly and spends \$650 for his tickets. The railroads earn \$100,000,000 carrying express and mails, and \$1,800,000 transporting freight. They receive on an average 3/4 of a cent a mile a ton for moving freight. Proportionately divided, 1000 tons of freight consists of 531 tons of mine products, 148 tons of manufactured articles, 112 tons of forest products, 109 tons of farm and ranch products, 40 tons of merchandise and 60 tons of miscellaneous freight.

It costs two thirds of all the railroads make to pay running expenses. For instance, the railroads in a year spend for operating trains \$970,000,000, maintaining equipment \$370,000,000, upkeep of roadbed \$250,000,000 and general expenses \$60,000,000.

It costs a tidy sum to make steam, for the smoke that is puffed through the stacks of the 50,000 locomotives represents coal worth \$185,000,000. The water that is converted into steam costs \$10,000,000, the tallow, oil and waste used in lubricating \$6,000,000, and other locomotive supplies \$4,000,000.

All these things the railroads have done and are still doing by steam. For suburban traffic electricity has been introduced to some extent. There are students of railway economics who have gone on record as declaring that a comparatively few years will witness the electrification of all the great trunk lines, with accompaniments of greater speed, cleanliness and economy. To what extent this is true is a debatable question, but it is not unreasonable to give the prophecies the weight to which they are entitled by reason of the impressive advances made of late in the utilization of electricity as a motive power, and by what has already been demonstrated through the limited use of the current in suburban traffic on steam lines.

International railroad statistics for 1907, which are the latest available, give the relative mileage of all the railroads of the world, as follows:

Old world—Europe, 189,385; Asia, 56,291; Africa, 18,519; total, 274,195.  
New world—North America, 268,058; South America, 34,911; Australasia, 17,700; total, 320,669.

In American railroad enterprises the tendency toward consolidations and concentration of authority has shown itself, as it has among all classes of industrial enterprise in the last few years. A handful of men control three-quarters of the railroad mileage in the country. These men are masters of the lines under their control, and they maintain their power by the aid of their lieutenants, bankers, friends and others who are bound together by the community of interests. J. Pierpont Morgan is recognized at the head of the group which includes William K. Vanderbilt, George J. Gould, James J. Hill and William H. Moore. In the sphere of Mr. Morgan's influence

alone are 20 roads, with nearly 40,000 miles of track.

Increasing competition among railroads has for many years induced a steady decrease in freight rates, which has been aided by the enforcement of the interstate commerce law, and the regulation of rates according to the provisions of the statute.

The prospect for the extension of new lines was never better than it is today. The big companies, firmly established and financially stable, are constantly reaching out for new territory to draw upon for freight and passenger earnings. The Pacific is the goal, to reach which some of the lines have devoted their energies and resources. The Chi-

cago, Milwaukee & St. Paul has touched Seattle. The Grand Trunk Pacific, supplementing private capital with government assistance, is following a fresh route to the extreme northwest, from New Brunswick in the east to Prince Rupert in British Columbia.

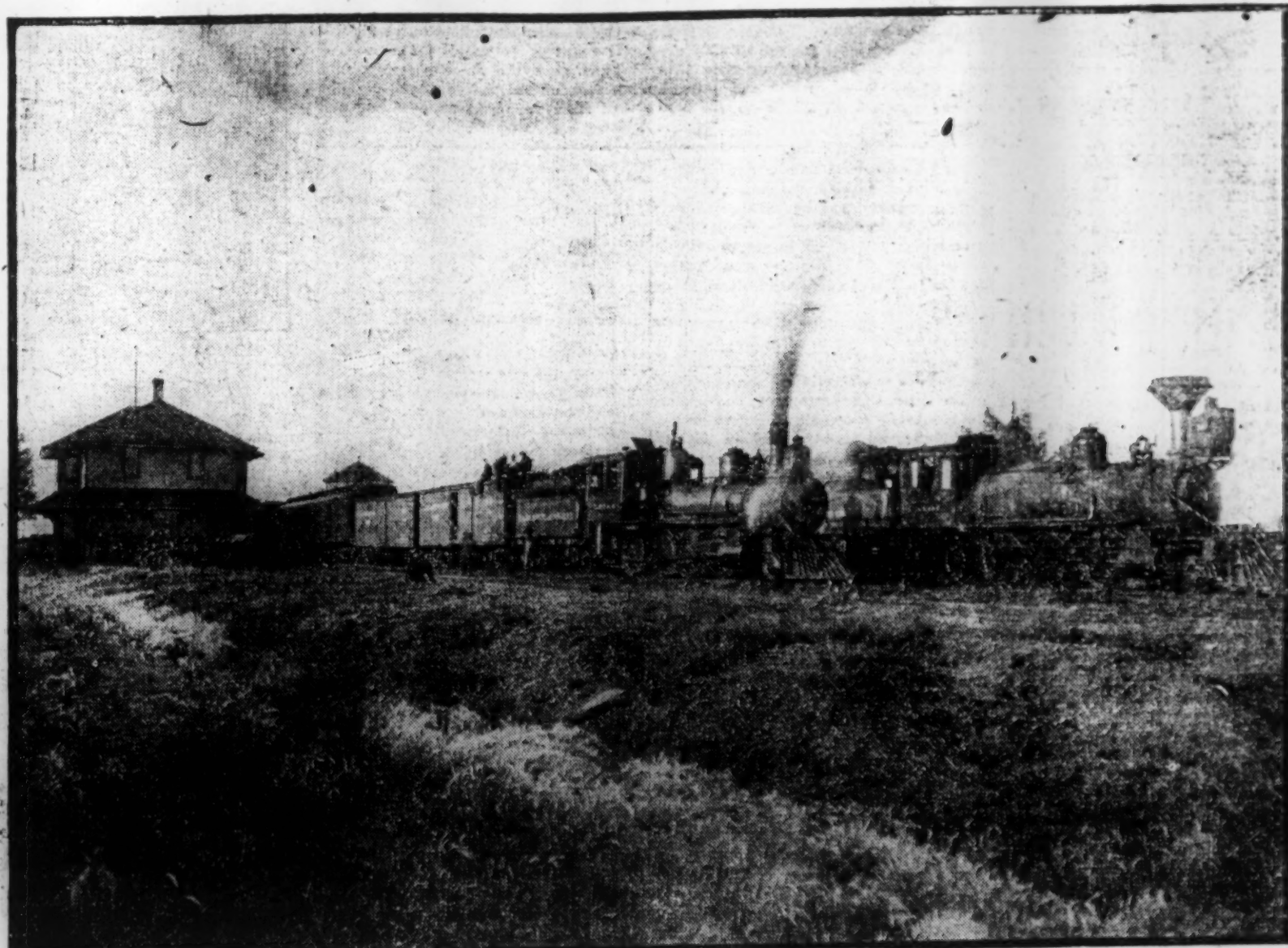
The Kansas City, Mexico & Orient is laying a line southwest from Kansas City to Topolobampo, Mexico, on the Gulf of California. The Western Pacific is connecting the Utah end of the Gould lines with Oakland, Cal. The Denver, Northwestern & Pacific road is being pushed from Denver to Salt Lake City and will go further West eventually.

The new mileage last year was in the neighborhood of 3214.

## TWO CANADIANS OWN A RAILWAY

The Canadian Northern is unique among railroads, says Hampton's Magazine, in that its shares are not owned among a large number of holders, but are owned and controlled by two men, William Mackenzie and Donald D. Mann, two of the most interesting characters Canada has yet produced.

Mackenzie's early experiences embrace school teaching, operating a sawmill and running a country store in Kirkfield, Ont. He is known as a financial wizard. His ability to secure capital to float his enterprises is one of his chief characteristics.



## Laramie, Hahns Peak & Pacific Railway

Being Constructed and Owned by New England People

## The Cleveland Stone Company

CLEVELAND, OHIO

## Gray Canyon Sandstone Grindstones

## Perry - Matthews - Buskirk Stone Company

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Boston Office.....178 Devonshire Street  
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Oklahoma City Office.....520 Bassett Building  
Montreal Office.....157 St. James Street  
Toronto Office.....Builders' and Traders' Exchange

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BEDFORD  
INDIANA  
LIMESTONE



## THE COMMERCE OF AUSTRALIA MAKES A GOOD HEADWAY

**Government Plans Expensive Improvements to Accommodate \$250,000,000 Exports and Imports.**

### NEW RAILWAY PIER

That the commerce of Australia is expanding at a very satisfactory rate is evident from the plans now under way for improving the port facilities at Melbourne. In a report submitted to the United States government regarding this undertaking Consul John F. Jewell says:

It is recognized that such improvements are needed in order to cope with the increasing tonnage of the port, more particularly with the view of adequately accommodating vessels of the largest size, and for the second time during the past four years the government of the state has appointed a committee to deal with the matter and report upon the best means of bringing the existing accommodation into a proper condition and at the same time providing for the future. This committee has taken a large amount of evidence and reviewed many schemes, including that of a dock 900 feet wide and over a mile long running inland from the bay toward the river Yarra, but the cost was found to be too great.

The scheme most favored by the committee is the construction of a new modern railway pier not far from the existing pier at Port Melbourne, at which the largest vessels now berth, and at the same time improve the river Yarra channel and the wharf accommodation upon it. At present vessels of 6000 or 6000 tons only can come up the river, larger vessels usually berthing at the railway pier, Port Melbourne, three miles from the city and reached therefrom by rail. The accommodation at this, the principal pier, is admittedly not what it should be in a port of the importance of Melbourne, the imports and exports of which are valued at \$250,000,000 a year.

It is proposed that the base of the new pier will be close to the railway station at the foot of the railway pier referred to, but it will radiate outward at an angle which will bring the head well away from the head of the railway pier, and the cost is estimated at \$252,000 (\$1,226,358). It is to be 1750 feet long, 220 feet wide, with four berths each 600 feet long, with 30 feet of water at low tide, while the remaining 550 feet will be available for vessels of light draft.

The pier will have four railway tracks on each side, a cross-over traverser and other conveniences, so that the work of loading and discharging trucks can be carried on at each berth without hampering or interfering with the work at other berths. Down the center of the pier will run an elevated platform 90 feet wide. This platform will run the full length of the pier on each side of the shed for a width of 15 feet.

Special trains will run upon the pier and discharge their passengers on these platforms. Overhead movable foot-bridges will be provided, one for each berth, so that passengers will go direct from the platform upon the ships' decks without having to cross the railway tracks at present. The shed above the platforms will be available for storage of goods, and will be divided into "inward" and "outward" sections. "Inward" goods can be loaded upon trucks and "outward" goods direct into the ships' holds.

**HIGH TAX RATE IN JAPAN.**  
TOKIO—The tax on the Japanese people for the present year, including national and local taxes and contributions to works of irrigation and to the repair of damage caused to public works by floods, shows an average of \$22 a head of the population.

### National State Capital Bank

Concord, N. H.

Would you like to have a check account with the National State Capital Bank? If you are not in position to call at the bank to arrange the business, it can all be done by correspondence. Let us hear from you on this subject and we will be glad to give you prompt and careful attention. We will furnish all the necessary blanks for transacting business free of expense to you. Our Capital Stock is \$200,000.00 and our Surplus and Profits amount to \$246,023.58. We are ready to execute orders for the purchase or sale of securities and to issue drafts, or travellers' cheques payable in any part of the world. We have safe deposit boxes for rent.

JOSIAH E. FERNALD, President.  
ISAAC HILL, Cashier.

## AMERICAN FIRMS ARE ADVISED TO IMITATE OTHERS

American firms desiring to extend their trade to Persia are advised to imitate their competitors now doing business in that country. Leon P. F. Vauthier, who has been a clerk in the American consulate at Tabriz, Persia, has returned to the United States for a time. Upon request of the bureau of manufactures of the department of commerce, and labor he submitted in writing his views on trade conditions with Persia, and how Americans might increase their business in Persia. He says among other things:

The city of Tabriz is the most important center of trade in Persia. It is situated at the northwest part of that country which borders on the Caucasus, at a distance of 80 miles from Julia, a town on the Russian frontier. Its population is variously estimated at 200,000 or 250,000. It is a great center for the exportation of rugs, raisins, and almonds, also for the importation of European goods of all kinds, especially of cloths, cotton goods, silks, sugar, hardware, shoes, candy and haberdashery. Great quantities of tea are imported from India and other eastern countries.

Owing to its close proximity, Russia controls the bulk of the trade of Persia, yet firms from other European countries have been established there for many years and have carried on a flourishing business. One of the most important ones established in Tabriz, with branches in other cities of Persia, is a company having its headquarters in Manchester, Eng. It exports large quantities of Persian rugs and imports large quantities of cloths and cotton goods. Another large firm ships large quantities of rugs to Europe and the United States. Their headquarters are in Constantinople, with a branch office in New York.

Within the last two years two more European firms have been established in Tabriz, one a German company having its headquarters in Berlin. It aims at importing almost any kind of manufactured articles from pins to all sorts of motors and engines. The other, an Austrian firm, has its headquarters in Vienna. Like the German firm, it aims at importing all sorts of manufactured articles and exporting rugs. It is making a special effort to introduce divers kinds of rubber and celluloid goods, tennis shoes, sometimes known as "sneakers", overshoes and combs. The trade from Austria into Persia and Turkey has grown considerably during the last five years. This is because Austria manufactures cheap grades of articles to meet the demands of those countries. Until the present time German firms have been unable to manufacture grades of cloths cheap enough for the Persian market. Austria alone has supplied that need. Hardware sold in the shops of Tabriz is generally of German origin.

Unfortunately the United States has had practically no share of the trade of Tabriz until the present time; some drugs and a few pairs of shoes have about constituted the exports from America. The writer's position as clerk of the American consulate in Tabriz, Persia, afforded an opportunity to learn the trade conditions in that city. From observations it is believed that there is room for the development of American trade in the following lines: Rubber shoes (commonly known as "tennis slippers" or "sneakers"), overshoes (known as "rubbers" or "galoshes"), hardware, locks, bolts, hinges, knobs, nails, handles, agateware, wire, carpenter's tools, leather, saddles, shoe blacking, pens and pencils, and paper. There is a great deal of leather in Persia, but it is badly cured, and thus makes poor material for shoes.

As Persia has no railroads, and since Russia admits of no free transit across its borders to goods coming from foreign countries into Persia, the importations are made through Turkey. To give an example of the extent of the trade at Tabriz, during a call at the American consulate in that city I met an Italian commercial traveler, who later became my traveling companion and from whom I obtained a considerable amount of information. He told the American consul that during a two weeks' stay in Tabriz he sold goods to the amount of \$15,000. He represents a number of Italian firms, each of which deals in a different line of goods. Among

the articles he sold were cloth for the lining of shoes, threads of all kinds, silks, oil for paint, white lead, wrapping paper, hosiery, handkerchiefs, fans, cloths of various kinds and cotton prints. He seemed to do especially well in cloth for shoe lining.

In the vicinity of Tabriz there are mines reported to be rich in copper and lead containing silver. English and other European companies have obtained concessions from the Turkish government and are now working some of the mines. During my short stay in Tabriz I made the acquaintance of an Armenian who is employed by an English company. He said that the returns from the mines in which he was working were good. He stated that the little which was done in the development of mines was accomplished in spite of the hindrances which the old Turkish regime put in the way of prospectors. He considers that with the firm establishment of the new regime an era of wonderful commercial development will follow.

It is regrettable that the United States has had only a small share in the development of the commercial and mineral resources of Turkey. American consuls have often called attention to it in their reports, which should be studied by American capitalists for fuller details. There is every reason to believe that the Turkish government would readily grant concessions to American capitalists.

Among the articles that would sell well in Tabriz might be mentioned tools, hardware, leather, canned goods, lamps and stoves. American stove manufacturers may find in Asia Minor good markets for their antiquated stoves, or stoves of an old model. Wood stoves are almost exclusively used.

The credit of the merchants in Tabriz is excellent; the majority pay cash on delivery of goods.

The port visited was Kerasund, a town of 20,000 inhabitants. Here there is no American consulate. While no stop was made, for lack of time, I was told that the merchants obtain their supplies from either Trebizond or from Samsoun. At Ordu I visited a few shops. They seemed to do a fairly thriving business, and there is no doubt that an opportunity for trade exists there. Paper, pencils, and a number of articles mentioned further in this report would undoubtedly sell well.

Briefly it may be stated that the articles mentioned are in great demand throughout Turkey, Persia, Syria, and Egypt. Naturally, American firms must expect to meet foreign competition. It is quite certain that the present amount of trade in each one of the lines mentioned above would not justify the sending of a commercial traveler for each specific line, but one man might well be the agent for several firms that manufacture the various articles. It would be necessary for such agent to know several languages, i. e., French, Turkish and Greek. He could get along with French only, but if he knew the other two, or at least one of them, it would be a great advantage. He might visit on his journey the seaports on the Black sea and the Mediterranean, touching such points as Constantinople, Trebizond, Samsoun, Smyrna, Beirut, Jerusalem, Alexandria, etc.

Often American firms have been content in sending circulars and catalogues to the east. The catalogues being in the English language could not be read by the people to whom they were sent; consequently no trade was secured. European firms, on the contrary, send representatives who deal directly with the natives. They establish agencies in the most important centers and consequently secure the trade. The only way in which American firms may hope to secure a share of the trade is by imitating their foreign competitors in this respect.

**DEMAND AN HONOR BY MR. ROOSEVELT**

CHICAGO—The executive committee of the national conference of charities and correction has decided to hold the thirty-seventh annual meeting in St. Louis on May 19 to 26, 1910, and to invite former President Theodore Roosevelt to open the conference. Mr. Roosevelt's father opened the second annual meeting of this conference 35 years ago.

One of the most notable instances of electrification now in progress is that of the Pennsylvania railroad, which is tunneling an entrance into New York from Jersey City through to Long Island. The road now has a network of over 125 miles of electric lines entering Long Island City. Last year the Grand Trunk completed the electrification of its Saratoga tunnel, which includes about four miles of line with approaches.

The equipment of the Great Northern Cascade tunnel in Montana for electrical operation was completed during the last year. It includes 2½ miles of tunnel, and approaches bring the total up to four miles.

The most notable installations are those of the New York Central and New York, New Haven & Hartford railways on the lines entering New York city.

"The adoption of electricity has greatly increased the efficiency of the service and resulted in the coaches being cleaner," said A. H. Smith, vice-president and general manager of the New York Central. "It is impossible at the present time to give any reliable data as to the cost of the operation of trains in and out of the Grand Central station under the electric passenger service, owing to the fact that constant changes are going on and the operation of trains by electricity is only in the experimental stage, so to speak."

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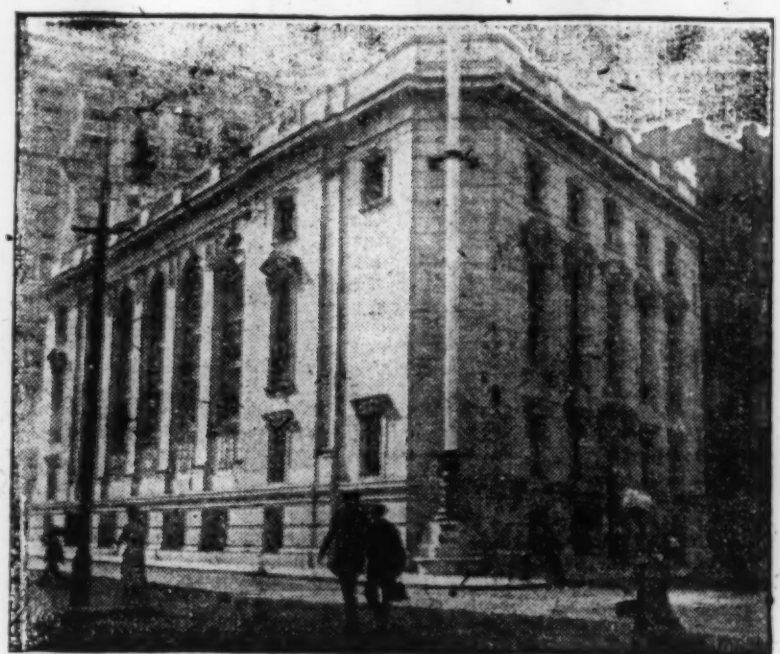
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## Marks Boston's Financial Growth



ONE OF BOSTON'S TYPICAL FINANCIAL INSTITUTIONS. The First National Bank building shown in the picture is located at the junction of Franklin, Congress and Federal streets, between the North and South terminal stations. It is a modern structure well adapted to the banking business.

### CLAIMS RECORD POTATO PATCH

STOCKTON, Cal.—George Shima, the Japanese potato grower, has what is believed to be the largest acreage of potatoes all in one patch in the world.

The patch is located on the Kinde tract, which Shima has rented, just west of Middle River station on the Santa Fe, and consists of 2500 acres. There are perhaps a number of growers who can boast of a larger acreage.

## A Book of Facts About 6% Irrigation Bonds

We have written a book on Irrigation bonds, based on 15 years of experience. It is a conservative statement of the vital facts of which we have intimate knowledge. It will give you a clear conception of these ideal securities, which are now the most popular bonds that we handle. Every investor, small or large, owes to himself a knowledge of these facts. Please send for the book—it is free.

### An Unbiased Book

We are very large dealers in all good classes of bonds—Municipal, Corporation and Public Utility. We can offer you the choice of scores of such issues, and we just as gladly supply them as we do irrigation bonds. So our position is not at all biased. But irrigation bonds have in late years become the most popular bonds that we handle. They are becoming more popular as they become better known. The reasons mean much to every investor, and they are all told in this book.

### 71 Issues Sold.

In the past 15 years we have sold 71 separate issues of Reclamation bonds—Drainage and Irrigation—without a dollar of loss to any investor. We are now the largest dealers in this class of bonds, so our book is based on ample experience.

We buy and sell entire issues of Reclamation bonds. Our own engineers and attorneys pass on every detail. An officer of our company spends most of his time in the irrigated country, watching every project through to completion. Being the largest dealer in irrigation bonds, we have our pick of the kind, save Government projects, which we are not invited to finance. We are able, therefore, to supply our customers with the best of these securities, all based on well-located lands.

### Farm Lien Security

Irrigation bonds are secured by first liens on the most fertile farm lands in America. The liens are given by individual land owners in payment for water rights. And the water immediately multiplies the land's value. The liens are conservative. Usually they will not exceed one-fourth the land's value. The liens are paid off in ten annual installments. The first crop from the land is frequently sufficient to pay the whole lien—often by several times over. These liens, therefore, have many advantages over the usual farm mortgage. In addition, the bonds are secured by

### Six Per Cent

Irrigation bonds pay six per cent interest. This is a larger rate than can now be obtained on any large class of bonds based on equal security. This high rate is due to the fact that irrigation projects are profitable. The demand for irrigated land exceeds the supply. Many millions of dollars can be utilized at once in these projects, and this liberal rate is paid to obtain the funds.

### \$100—\$500—\$1,000

These are serial bonds, running from two to twelve years. So one may make long-time or short-time investments. Every bond paid off increases the security back of the rest. The bonds are issued in denominations of \$100, \$500 and \$1,000, so they appeal to both small investors and large.

### Ask for the Book

Our book deals with all these facts—and more. It is profusely illustrated. Every investor owes to himself its perusal. Please send this coupon today for it.

**Trowbridge & Newell Co.**  
(Established 1893)  
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CHICAGO BOSTON  
Gentlemen—Please send me your new Bond Book, "The World's Greatest Industry."  
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## Ontario Power Company

First Mortgage Sinking Fund 5% Gold Bonds

DATED FEBRUARY 2, 1903 DUE FEBRUARY 1, 1943

Interest payable February and August in New York or Toronto  
Callable as a whole up to February 2, 1913, at 110 and Interest  
Sinking Fund of One Dollar per \$100 began August 1, 1909

This Company, located at Niagara Falls, Ontario, operates under a perpetual charter from the Dominion of Canada, and has the right to take water from Niagara River till 1950, with renewal privileges to 2010. The natural reservoirs of the four Great Lakes give it an unfailing water supply. Its plant is built in the most substantial manner. It serves large manufacturing plants, street railways, electric lighting and other public service corporations in western New York State, including Rochester, Auburn, Lockport, West Seneca (Lockawanna Steel Co.), and Syracuse, the latter 100 miles from the plant; also similar corporations in southern Ontario. Its contract with the Government of Ontario for a minimum of 8,000 H. P. and maximum of 100,000 H. P. will become operative early in 1910. Present capacity 28,000 H. P. The output has now reached over 50,000 H. P., and is increasing so rapidly that the stockholders recently voted to enlarge the plant. Net earnings already one and one-half times first mortgage bond interest.

Management able and progressive, directors being well known business men of Buffalo, N. Y., where the company's offices are located. Legality of bonds approved by Messrs. Stacey, Thorndike, Palmer & Thayer, of Boston. Price to yield about 5.15 per cent. For full particulars apply to

**E. M. FARNSWORTH & CO.,**  
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## 5% On Your Savings

Deposited with our company they are free from speculation while bearing earnings consistent with safe and tried methods. The security back of them is of the very best selected mortgages upon New York and Suburban Real Estate.

OUR BUSINESS IS CONDUCTED UNDER  
NEW YORK BANKING DEPARTMENT SUPERVISION

and our record of 16 YEARS is in their files, open to public examination. Open an account at any time—withdrawals at your pleasure—subject only to customary 30 days' notice. No loss of earnings—5% per annum paid for every day your money is left with us, on accounts of \$25 to \$3000. Earnings are remitted by check quarterly, semi-annually or compounded if desired.

ASSETS over .....\$2,000,000  
SURPLUS AND PROFITS.....\$150,000

We can probably refer you, by permission, to some of our patrons in your locality. Write to-day for booklet.

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TELEPHONES (Harrison 2119, Harrison 1958, Yards 889.)

**L. J. Schwabacher & Co.**  
Grain, Provisions, Stocks, Cotton, Coffee, Bonds  
Members Chicago Board of Trade, St. Louis Merchants Exchange, American Meat Packers Association.  
330-1-2 Postal Telegraph Building, Chicago

## Dick Brothers & Co.

53 State Street, Boston  
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Stocks Bonds Cotton Grain

Commission Orders Executed in All Markets

MEMBERS OF  
New York Stock Exchange  
New York Cotton Exchange  
New York Coffee Exchange  
New Orleans Cotton Exchange  
Philadelphia Stock Exchange  
Chicago Board of Trade  
Liverpool Cotton Association

Private Wires to All Principal Cities

## Great Western Power Co. of California

First Mortgage 5% Gold Bonds  
Due July 1, 1946.

Price Upon Application to Net About 5¼%

## Edgerly & Crocker

MEMBERS BOSTON AND NEW YORK STOCK EXCHANGES.  
BOSTON 53 State Street  
NEW YORK 71 Broadway



# Boston Elevated Wins High Praise

Traction Company That Serves New England Metropolis Wins Good Will of People, According to General Opinion, Through the Service to the Public—Best Transportation Company in the World Declares New Hampshire School Teacher—Splendid Discipline and Co-operation of 8000 Employees are Explained.

The public good will which the Boston Elevated Railway Company has acquired in a little more than a decade of operation is not accidental. "I have always regarded this street car company as one of the model public service corporations of the world," observed a New Hampshire school teacher the other day. "Consequently I was glad to see that it did not fall down in transporting the crowds to and from the Dartmouth game."

That casual remark was typical of the disposition of New England people and others toward the "monopoly" which supplies the Hub with electric transportation. Practically everybody is pleased when the company is successful in handling a difficult situation; and if there occurs one of those mishaps which must now and then befall the best regulated enterprise, people will say that such things fortunately do not happen often in Boston, which on the whole has the best street car service of any city in the world.

This general good opinion in which the Boston Elevated Company is held is due to three main causes: The honesty of its capitalization and financial management; the foresight and intelligence with which its engineering problems have been worked out, and the energy and persistence with which the comfort, convenience and safety of the travelling public have been studied. Defects are apparent in all street car operation; that they have been reduced to a virtually negligible minimum in Boston is the average Bostonian's optimistic way of looking at it.

## HOW PUBLIC NEEDS ARE MET.

Recent visitors at the Electric Show in Mechanics Hall had a chance to see in the exhibit of the Boston Elevated Company at least one visual demonstration of the cardinal principle of modern street railroading that protection of human life is given the first consideration. The models of block systems, interlocking switches and other safety devices attracted the attention of thousands of people, many of whom may never before have realized the regard in which the lives of three quarters of a million people traveling daily over the lines of the company are held. While accidents due to the human equation cannot be absolutely eliminated, they have been reduced to lower terms by adoption of the most adequate mechanism known to the street railroading industry.

The firm but humane discipline in the army of 8,000 employees of the company serves the same purpose. Recognizing that the conductor and motorman, when in charge of a car, hold a position of grave responsibility, the company makes certain that every candidate for a job shall receive careful technical training in the school at Sullivan Square Station and shall pass examinations which are not less exacting than those of the great railroad corporations. The supervision of employees in the various divisions of the road is conducted primarily with a view to protecting the company's property and the persons of the travelling patrons. The humanitarian features of which much has been said and written—the old age pensions, distribution of cash bonuses at Christmas to the men who have made good records, the free legal advice and other benefits—all have a bearing on the question of increasing the efficiency of a well paid, well contented body of employees.

After protection from mishaps the convenience of the people who use the cars is sought. "Gee, but your elevated trains hump themselves," exclaimed a Chicago man between Dover and Northampton Streets. That speed of forty miles an hour between stations usually impresses outsiders who come to Boston expecting to find the pace slow and leisurely. "To whisk passengers quickly from one point of the metropolitan district to another is part of the programme of making it comfortable to live in greater Boston, which twenty years ago was, by general admission, one of the most irritating communities in the world in which to reside and do business. Everywhere over nearly 500 miles of track the Elevated Company tries to operate its cars on the fastest schedule that is consistent with safety."

The cleanliness of the cars and stations; the systems of heating and ventilation, which, if not yet ideal, are the best that have been devised; the courtesy of employees; the flexible arrangements for transferring at terminals; in general the ease with which by means of the street cars the mazes of a very complicated community are traversed by the stranger—these elements of convenience are perpetually impressive, even to citizens who use the facilities every day. Not everybody, however, appreciates that these excellences of service do not come about by chance; that they are due to the tireless energy and carefulness of the officials of a great quasi-military corporation in which from William A. Bancroft, President, down to the employees at the car barns, everybody is held responsible for doing his best every day in the week.

## GREAT ENGINEERING ACHIEVEMENT.

The hub and wheel arrangement of the Boston Elevated Company's system is so logical and has been so skillfully applied to the towns and cities composing greater Boston that it has excited the admiration of experts from other cities and countries. It has been made possible because, with a single company in control of practically the whole territory, the engineers of the traction company and the Transit Commission, working conjointly, have been able to look a long way ahead and draw plans for the benefit of more than one generation. Ever since the connection of elevated, subway and surface lines was first schemed out and the proper function of each defined, Boston has been the pioneer city of the world in matters of urban transportation. This leadership is the more remarkable because up to the late eighties, when the West End Street Railway Company absorbed a number of little competing lines, many of them practically bankrupt, Boston was supposed to be hopeless so far as street car facilities were concerned. The "monopoly" which some people feared has proved to be a universal blessing. Thirty years ago it was a serious question if the stage coaches of old times would not have to be revived in response to the complaints of a constantly exasperated public. Today, until airships have been perfected, there is no question as to the kind of cars Bostonians will continue to ride about in.

## NO WATERED SECURITIES.

Fortunately for the operating management of the Boston Elevated Railway Company and for the public which it serves there has at no time been any question of earning dividends upon water. Experts who a short time ago made an unprejudiced examination of the Company's finances reported that it is actually under capitalized, a condition which is more advantageous to the public than to the shareholders. Its plant and fixtures, in other words, are today worth more than the figures of its capitalization would indicate.

The Elevated Company started out, under the Massachusetts laws, with no burden of inflation in its securities. The Railroad Commission, it is well remembered, before recommending a charter, required an impartial inventory of the properties of the West End Company which it was then proposed to take over. The plant of the old company, although necessarily in second hand condition, was discovered to be worth more than 95 per cent of the proposed capitalization of the new company. Since then, under the rigid laws governing public service corporations incorporated in this state, the various additions to the capitalization, together with the original capitalization of the two companies, represent a payment of nearly four million dollars above the par value of the outstanding stock. The return to capital invested in the shares of the Boston Elevated Company has amounted in the past ten years to less than 5.12 per cent annually.

This conservative financing has meant that the securities of the great Boston traction company have been held for investment purposes, not used as counters for stock gambling operations. A highly desirable form of public ownership of the street railways of Boston has been created by the wide distribution of the stock in the community. Out of 133,000 shares 115,512 are owned by 3,214 Massachusetts shareholders, most of whom live in or near Boston. The ownership outside of New England is very small. A total of 4,429 shares is held by 68 people in New York state, a sufficiently small representation to refute the impression which is sometimes spread that the Boston Elevated Company is one of Mr. J. Pierpont Morgan's properties. Although the New York banker has a small block of shares, presumably bought for investment, he has never been represented in the directorate, nor is he known ever to have shown any special interest in the operation of the company. The Boston Elevated is absolutely a home industry, financed and managed by men who have other large stakes in the well being of the community.

## FIGURES OF EXPANSION.

The present directorate, with surprisingly few changes of personnel, has been in charge since the intervening projects proposed by Mr. Henry M. Whitney were taken over by the Elevated Company a little more than ten years ago. There has actually been practically continuous growth of traffic in a unified comprehensive system in Boston for now a little more than twenty years. In 1888 under the West End management about 97,000,000 paying passengers were transported; in 1908, 273,132,584. It has been figured out that if all these carriages of the present day were collected in trucks and these stretched out in a row they would reach from Maine far into Mexico.

A total earning in a single year of more than fourteen million dollars sounds like a great deal of money. The ordinary expenses, however, of running the road in 1908 were \$9,154,385.83. The company had to pay in taxes, rentals for use of subways and tunnels, maintaining street pavings, removing snow and other obligations to the municipalities which it serves not less than \$1,847,710.23—a contribution which some people forget when

they call attention to the sums of money turned in to the public treasury by a few municipally owned enterprises of Great Britain. The Elevated Company really exercises an important function as public tax collector: without getting a commission therefor.

The disbursements last year on account of dividends were \$798,000, not a large proportion, surely, of the whole amount of money handled by the company. The modest amount set aside for surplus was \$42,640.74; the charge against depreciation, \$200,000.

## FINANCIAL PROBLEMS.

Like every other public service corporation at this time the Boston Elevated Company is face to face with certain difficulties connected with living on a fixed income in an era of high prices for all commodities. Its financial troubles, fortunately, are only serious in the sense that caution and conservatism will be necessary for some time to come.

The principal difficulties at present are that the cost of operation has grown more rapidly than the increase of income; that the public sometimes asks that improvements shall be made more rapidly than is consistent with sound financing and that the present scheme of charging for service renders the company liable to give more transportation than it can really afford to give for a nickel.

That the cost of living is much greater now than it formerly was the Boston Elevated Company, like every individual householder, in the community, has abundantly experienced. The income of the system, to be sure, has grown in twenty years from less than five million dollars to more than fourteen millions. But in the meantime the items of expense have mounted still faster. The capitalization, not a dollar of which is illegitimate, has increased from less than twelve millions to nearly eighty-seven millions. Operating expenses in 1908 were \$9,160,000; twenty years before they were only \$3,830,000. Where the taxes to the state and the municipalities once were \$133,000 they now are \$988,000. Maintenance charges were \$665,103.05 in 1888; in 1908, \$2,836,915.90. All the supplies used in the street railway business cost much more now than a few years ago. Wages and salaries have been increased very considerably. In general this is a period of high prices from which no immediate relief is in sight.

The only way a street railway company can meet the increased expense of operating is by providing as many economies as possible and by inducing people through good service and by calling attention to attractions in the metropolitan district, to ride for pleasure as well as business reasons. Both these things the Boston Elevated Company is doing to the best of its ability.

There is another source of potential trouble which is very easy to understand. The company makes money on passengers who ride less than four and one-half miles and loses money on those who ride more than that distance. That means that the flat rate principle of charging is not necessarily just to the corporation. It is very convenient, of course, for the public to have a single unit of estimate, instead of being obliged to whip out a copper every few blocks as would be necessary if Boston had the zone system which prevails in many European municipalities. The theory of the five cent fare is that the long haul and the short haul balance each other, leaving the company something over and above the actual running expenses. Practically, in this community, the distance ridden by the average passenger is gradually increasing. On account of the growth of the more distant suburbs, and particularly on account of the extension of free transfers until it is possible to go farther for five cents in Boston than in any other American city, the number of people who travel more than four and one-half miles is mounting faster than the number who use the cars for a shorter distance. The long haul traffic builds itself up automatically; no one has yet discovered a method for building up short haul traffic in the same degree.

This danger of a steadily lengthening haul, which if it should pass the critical distance, would make necessary a reorganization of the company and perhaps a complete change of the basis of charging, accounts in large measure for the more conservative policy which has lately been adopted as regards free transfers.

## MANY COSTLY BETTERMENTS.

The attitude of the Elevated Company toward permanent improvements, such as tunnels, subways and elevated lines, is also conditioned by the circumstance that the money to pay for these betterments can come only out of the total of car fares collected, which income increases by a very small percentage year after year. Not that the facilities already secured and in prospect are not good in and for themselves. The company has always shown a disposition to cooperate with the community in schemes for the public welfare. But some of the recent improvements, completed or under construction, are extremely expensive. The Washington Street tunnel, a remarkable engineering work and one of great value in quickening the service, cost in the neighborhood of nine millions of dollars. It belongs to the community, but for the present the Elevated Company pays the bills in the form of an annual rental. Various improvements to which the company is now committed will cost about forty-five million dollars. That burden will rest directly upon the Elevated management, but indirectly, of course, upon the whole travelling public, out of whose car fares the interest charges must be met. Not much imagination is needed to see that it is for the interest of all citizens not to increase the burdens needlessly, from a notion that a big corporation can somehow find the money. The public service company, whose dividend paying capacity is strictly limited, is in such matters an agent for the collection of taxes, indirectly but not less actually imposed.

## GOOD WILL A VALUABLE ASSET.

At such a time the friendly attitude of practically the whole public toward the Boston Elevated Company is one of the most valuable forms of insurance it can carry. Older citizens remember the confusion of earlier days and realize that, even if the service is still imperfect in some details, order has been brought out of chaos and Boston from being the laughing stock of the continent has become internationally famous for its model street railway system. Younger people return from visits to other cities to admit candidly that they found in the street car facilities there nothing that can compare with Boston's in comfort, speed and safety.

It is human to be dissatisfied. Hence nearly everybody nurses some little grievance against the street railway service as it affects him; just as he has a grievance against the telephone and postal services. But in speaking of the Boston Elevated Company a man or woman of this community will generally couple with his or her complaint a statement that this is a company which does its best and usually gives full value for the nickels it collects. That disposition is so universal that the Boston Elevated Company can count on the cooperation of most right minded people in the practical carrying out of its plans.



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# Public Service Commissions Receive Commendation

The importance to investors in corporation securities of the public service commissions as they are conducted in Massachusetts and New York is impressing itself upon the public everywhere. It is believed that this mode of safeguarding the interests of the people will be generally adopted throughout the country sooner or later.

This subject was dwelt upon at length by Dr. Edwin S. Meade, professor of finance, school of accounts, University of Pennsylvania, in a recent address. Dr. Meade said in part:

"Karl Marx, nearly 50 years ago, published a book called 'Capital' in which he set forth the following proposition,—that by a natural development industries would be aggregated into larger and larger units, these again combining with each other, until the few owners stood over against the millions and the exploited and plundered. The inevitable result, according to Marx, will be the appropriation of the instruments of production, farms, railroads, mines and factories, and their administration by the government for the benefit of the people. In a word, the establishment of the socialistic state."

"I do not care to occupy your attention with a discussion of the undesirability of socialism. Each class looks at this question from the standpoint of its own advantage, and when I say that the socialist contemplates as an essential part of his program the abolition of interest and of banks it is easy to see on which side of the socialistic argument the banker will be always found."

"Assuming, therefore, that no argument concerning the demerits of socialism is necessary before this audience, let us examine into the truth of Marx's proposition, that socialism is the inevitable outcome of industry. There can be no question about the facts. Combination is the universal characteristic of modern industry. Open or secret, the scope of centralized business control grows steadily wider."

Were it not for the explicit prohibition of the law the greater part of our railway mileage would before this have passed under the control of a single company. And as it is a single interest is dominant over 40,000 miles with a strong probability of further acquisitions. The steel industry is identified with the life of a single corporation."

"The oil, sugar, leather, coal, lead, copper and woolen industries furnish other conspicuous examples of the movement toward centralized ownership and administration. Even the banking business, if we are to credit reports from Washington, is to be brought under the domination of a single institution, although the bankers may be able to organize an effective opposition before losing their individuality in a central bank. The movement toward centralized business control has invaded agriculture, and we now have numerous organized bodies of growers and shippers who are most successfully advancing the interests of the farmers."

"Even the magazines, those defenders of the rights of the individual against the aggressions of monopoly, have caught the spirit of the time and we now have in operation a magazine trust organized to reduce the cost of soliciting subscriptions."

"So far, therefore, Marx was right. Industry is going the road which he indicated. The size of the business unit, as he predicted is growing steadily larger. A generation more of this development and it is safe to assume that the business world will consist of large corporations on the one side and the American people on the other. The natural, logical, inevitable outcome of this situation, said Marx, is socialism."

But here enters a new factor with which the father of socialism was not familiar, and which may, conceivably, vitiate his conclusions. Marx was not familiar with the constitution of the modern business corporation. He could conceive of direct public ownership of the machinery of production, but the conception of indirect public ownership of industry by the diffusion of the stock and bonds of business corporations throughout every class of the community, so that every thrifty, industrious man or woman can become an owner of the Pennsylvania Railroad Company, or the United States Steel Corporation, was beyond his comprehension."

"It is at this point that we part company with the socialists. The inevitable outcome of the modern industrial evolution is, as they say, the concentration of ownership into the possession of a comparatively few corporations, but the ownership of these corporations may be, and to a considerable extent already is, acquired by the entire people. The result of the industrial evolution may, therefore, be public ownership, but the ownership is likely to be indirect through the corporation, instead of direct through the state."

"The result, while evidently desirable and probable, is by no means certain. There is in the United States a formidable body of public opinion, which favors either direct public ownership of the means of production, or a kind of public regulation which is worse than public ownership, because it claims all the benefits of public ownership in low rates and unprofitable service, without assuring any responsibility for an adequate return on the capital invested."

"This propaganda has made rapid progress in recent years. It contributed powerfully to bring on the panic of 1907. It seriously threatens the prosperity of the entire group of public service corporations, and is already looking toward the field of mining investment. Unless checked and offset by the growth and wide diffusion of investment in the securities of the companies which it threatens it is impossible to deny the probability that the socialistic agitation may be carried to such lengths as to seriously

Believed That Sooner or Later They Will Be Generally in Vogue as a Protection to the Shareholders.

## PROTECTION NEEDED

interfere with the industrial development of the United States.

"It behooves, therefore, the responsible business men of America to give earnest attention and careful consideration to any measures which are available to strengthen the public interest in the maintenance of the established order. These measures are familiar to all of you, from the discussions of recent years. They take on a new significance, however, when considered in the light of their bearing upon the problem of counteracting the growth of the socialistic movement."

"If the public are to invest freely in the securities of American corporations they first must be assured of the value of these securities. The revelations of the past few years concerning the methods of high finance in the conduct of certain large corporations has aroused a general spirit of distrust and suspicion, which operates strongly against certain classes of securities."

"These cases of corporate wrong-doing, it is true, are exceptional, but they are conspicuous, and have been given such wide publicity that by many people they are considered as typical of the management of large corporations. These corporations are also peculiarly exposed to governmental attack and on this account are seriously prejudiced. Some positive assurance, some definite guaranty is required to reassure the investor, whose confidence in public service securities has been seriously impaired."

"This is given to him by the public service commissions which are so rapidly coming into favor, and which, in the opinion of those who are most familiar with the workings, constitute a most valuable auxiliary to the corporation which is seeking to arouse a public interest in the securities. The public service commissions of New York and Massachusetts undertake and actually accomplish a guaranty to the investor that the bonds and stocks which are issued with their approval represent value in existence or immediate prospect, and that the operations of the corporations which issue these securities are likely to be sufficiently profitable to permit the payment of interest and dividends."

"When the New York public service commissions were established it was not expected that they would be of any benefit to the companies subjected to their control. On the contrary, their inauguration was regarded with feelings of lively apprehension. As the commissions have progressed with their work, however, they have been forced by the logic of the situation into the position of vir-

tually guaranteeing every security whose issue they approve."

"And beyond this, they have gone so far as to undertake the protection of established enterprises against competitive construction for which there was no sufficient demand, and which while unprofitable to its owners might seriously jeopardize the securities of established companies. So well recognized and so favorably regarded are the public service commissions of New York and Massachusetts by the investor, that the bond salesman offering securities whose issue they have approved finds his task made easy. In one case which recently came to my notice an issue of bonds by one company secured only by the stocks of two others and with its own stock owned by a fourth, the whole presenting a labyrinthine complexity of intercorporate relations which it would have been practically impossible to explain to the investor, were readily sold, because they were issued under the authority of the Massachusetts commission."

"More than this, it is fair to presume, and in fact we have excellent authority for the statement that the responsibility of the public service commissions for the securities which they have authorized will profoundly influence their attitude toward the rates and charges of these companies, which they will not venture to reduce to unprofitable figures, thus furnishing an additional safeguard to the investor. It is not unreasonable to anticipate that the authority of the public commission over the issue of securities may be, at no distant date, extended to all classes of companies, and that by this virtual guaranty securities which now command only a limited market because of the distrust with which they are regarded may come into general favor and popularity."

"And more than this, the exercise of a degree of supervisory control over the financial management of large corporations will tend to quiet the agitation against them and turn the attention of the radical elements of our people in less harmful direction. Especially is this the case when the people are admitted to a quasi partnership with the public service corporation. This is strikingly evidenced by the present attitude of the people of Chicago toward the efforts of employees of the Railways Company to advance the wages."

"So far from regarding these demands with complaisant sympathy they have aroused a degree of impatience and irritation in the minds of the taxpayers, who are not anxious to make a substantial contribution to the income of the traction employees."

"In conclusion, therefore, the most effective defense against socialism is to strengthen the pecuniary interest of the people in the maintenance of the established order by increasing their ownership of corporate securities. As the most valuable aid in the accomplishment of this purpose the wisely organized and conservatively administered public service commission should be heartily and universally adopted."

# ELECTRIC TRANSIT DISPLACES QUAIN JINRIKISHAS IN JAPAN



FAMOUS JINRIKISHAS OF THE ORIENT.

Tourists crossing a bridge in the hand-drawn miniature buggies of the Japanese empire. Annual manufacture of these carriages is rapidly decreasing in volume.

TOKIO—Electric transportation in Tokio is gradually crowding the picturesque jinrikisha, the man-drawn passenger vehicle of the Orient, out of the Japanese capital, and affecting the business of manufacturing these miniature buggies.

Nevertheless, the competition engendered is causing a higher standard of 'rikisha to be turned out, and the vehicle still remains one of the institutions of the island empire, useful in many localities not yet invaded by the rushing trolley car.

The tale of the decline of 'rikisha traffic in this city during the past five years is told in the following figures:

Single-seated  
1905 ..... 35,772  
1906 ..... 40,161  
1907 ..... 23,734  
1908 ..... 23,138  
1909 (May) 22,889

Of the total 'rikishas remaining, 1636 belong in the suburbs. Most of the 'rikisha men who have given up their profession are now employed by manufacturing concerns, and their 'rikishas have been sold to the neighboring prefectures and places on the Nakasendo, where electric cars are not available.

This state of affairs has visibly affected the 'rikisha building industry. Several years ago there were 500 factories in Tokio, but they have been reduced to half that number of late.

The largest 'rikisha factory in the city now turns out more than 100 every month, but most of these are exported, the 'rikishas being still used almost universally in the Chinese empire and in many other oriental countries, in regions where the trolley car has not penetrated. The newest 'rikisha has rubber-tired wheels and ball-bearings.

Single-seated  
1905 ..... 35,772  
1906 ..... 40,161  
1907 ..... 23,734  
1908 ..... 23,138  
1909 (May) 22,889

Double-seated  
1905 ..... 6,310  
1906 ..... 3,102  
1907 ..... 1,016  
1908 ..... 964  
1909 (May) 605

Total  
1905 ..... 42,082  
1906 ..... 43,263  
1907 ..... 24,750  
1908 ..... 24,102  
1909 (May) 23,494

'Rikisha Men  
1905 ..... 41,183  
1906 ..... 44,537  
1907 ..... 26,829  
1908 ..... 26,401  
1909 (May) 23,218



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## MEXICO HAS MANY REASONS FOR RETURNING THANKS

Country Enjoys Continued Peace and Prosperity Under Enlightened Policy of President Diaz.

### MARKED PROGRESS

MEXICO CITY.—"Mexico ought to have a Thanksgiving day as well," said President Diaz to the writer. The President was the honored guest at one of the customary Thanksgiving balls, given in benefit of the American charity. He was much impressed when told of the meaning and scope of Thanksgiving day in the United States, including the characteristic custom of giving food and raiment to the poor. Due to the comparative mildness of the Mexican winters, the poor do not suffer as they do in the snowy regions of the northern republic. During December and January, however, there are some weeks of sharp weather, and of late the government has been distributing free blankets and food to the extremely poor, especially about Christmas time.

While Mexico has no fixed Thanksgiving day, every day may well be golden with gratitude for the marvelous advance attained by the nation. Mexico is now preparing to celebrate, next year, her first centennial of independence, ushered in on Sept. 16, 1810, and consummated in 1821, when this country was forever freed from the mother control of Spain.

Mexico, a mystery yesterday, is a marvel today. The only item of decrease since Mexico acquired independence, was in territorial area; she lost by concessions to the United States 950,590 square miles, and has now an extent of 765,784 square miles. One hundred years ago the population of Mexico was about 5,000,000. In 1810 Mexico had no rated valuations of real properties, no banks, no railroads, no shipping interests, no returns from agriculture, no exports, scarcely any schools, no public land system, no post-offices, telegraph lines, telephones, no public improvements.

Even in 1876 when Gen. Porfirio Diaz assumed power, the republic was quite backward. The population was 10,000,000 of whom 8,000,000 were Indians. The railroad trackage was barely 500 miles, whereas since then \$350,000,000 have been expended on railroad and harbor improvements. There were only 300,000 children in the public schools. The federal budget was about one-fifth of the

present budget. Bank assets totaled probably \$20,000,000 barely one fourth of the present showing. No American investments were in evidence, and since that time not less than \$750,000,000 in American gold have flowed for investment. The imports in 1876 were only \$20,000,000 and the exports \$30,000,000, or one-eighth of the trade movement this year. The per capita of consumption of foreign merchandise then \$2 had risen by 1905 to \$20. Whereas it then cost \$600 to go from Mexico to New York, overland, and by stage as far as the Missouri river, a trip covering three or four weeks, the ride is now made in ninety hours and at a cost of \$140. Mexico occupied then sixth place among the Latin American republics in the matter of public credit. By 1904 she held the second place, Argentine holding up to that time the highest quotation for its foreign bonds. In 1905 Mexico took first place and has kept it ever since. Her gold bonds are now at a premium. Her peso has a fixed value of 50 cents, instead of the fluctuating quotations of 1876. Instead of an annual deficit of at least \$2,000,000, Mexico has reaped up a comfortable reserve. The advance in the past ten years is shown as follows:

	1890.	1909. (Estimated)
Population	10,000,000	17,000,000
Schools (public)	8,000	15,000
Pupils in public schools	715,714	1,200,000
Federal surplus	\$1,000,000	\$7,000,000
Imports	10,000,000	215,000,000
Exports	170,000,000	500,000,000
Federal revenues	65,982,117	90,000,000
Fed. reserve fund	20,000,000	25,000,000
Fed. budget exp.	70,000,000	87,000,000
Federal debt	265,000,000	230,000,000
State and municipal revenues	30,000,000	55,000,000
State and municipal reserve	4,000,000	15,000,000
Value of real property in fed. dist.	200,000,000	600,000,000
Value of real property in republic	900,000,000	2,000,000,000
Public wealth re- public	2,000,000,000	6,000,000,000
Port improvements		
Shipping, entries and exits	14,000	50,000
Expenditures	135,000,000	130,000,000
Commercial trans.	400,000,000	400,000,000
Banks	30	250
Capital of same	100,000,000	300,000,000
Agricultural prod- ucts, value of	280,000,000	500,000,000
Manufactures, val.	25,000,000	100,000,000

Mexico has indeed reason for great thanksgiving, if from the standpoint alone of material advancement. Religious and civil liberty are universal; the school system of the republic has been wonderfully improved; gambling has been driven from the center of the capital, and also other objectionable places; the pulque shops have been relegated to less frequented streets; the saloon traffic has ceased; lotteries are to be interdicted this year.

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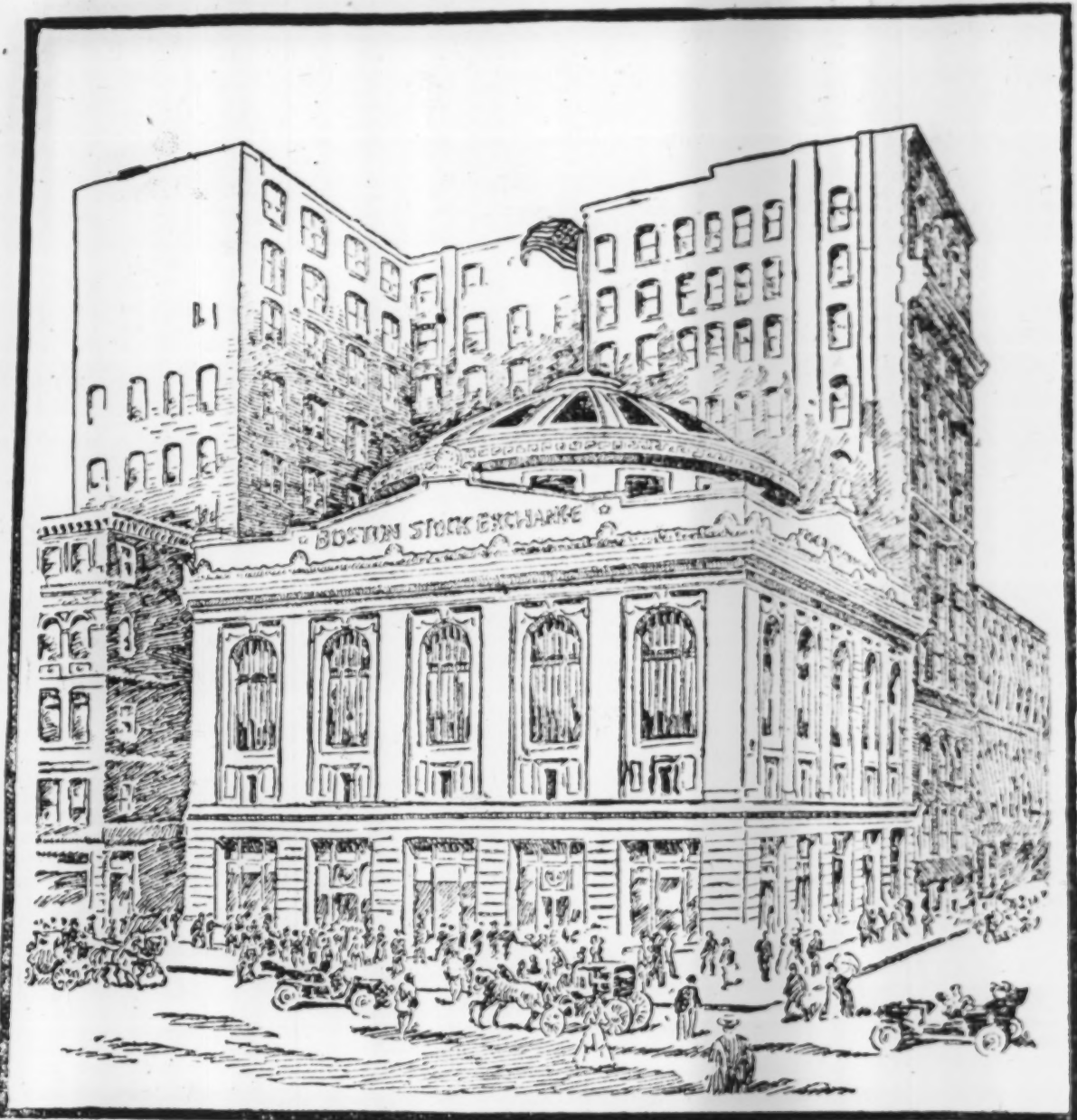
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## Boston Safe Deposit & Trust Company

87 Milk Street, Boston

## Boston's Proposed New Stock Exchange Building



The Boston stock exchange long since has outgrown its present quarters in State street. The new building, which it is intended to erect will occupy a site covering an area of 500 square feet assessed at \$650,000. The new building, if erected according to present plans as shown in the picture, will cost approximately \$400,000, making a total investment of over \$1,000,000. A portion of the funds has been provided by various real estate owners who insist that the exchange should be kept near its present locality—easily accessible from State and Congress streets.

## CHIPPENDALE SETTEE SELLS FOR TEN THOUSAND DOLLARS

There is a point somewhere, however hard to define it may be, where a piece of furniture ceases to be furniture and becomes a work of art, says the Gentlewoman.

For instance, there is no color quite like that of old mahogany, and genuine old oak, although of course it is imitated, has a depth of tone and richness of appearance never seen in new work.

But even artistic merit is insufficient to account for the huge prices which are constantly being paid for old furniture at auction. Recently a Chippendale settee realized \$2,047, (about \$10,235) at a sale; a cabinet on the same occasion being purchased for \$1470. Items like the sale of a small circular table for \$315, an old English Chippendale clock for \$483 and a set of Queen Anne chairs for \$307 10s. seem almost insignificant by comparison, yet they are worth recording as instances of prices reached for old furniture this year.

Now, considered as furniture pure and simple, these articles were no better than hundreds of others made and sold without comment every day of the week in

the best shops, but they were rare, and inasmuch as their history could be traced they were genuinely the product of the period to which they were assigned.

## NO PAPER MONEY CURRENT IN PERU

"There is not a piece of paper money in Peru," said the Hon. Samuel M. Taylor, former secretary of the state of Ohio, but for the last three years United States consul-general in Peru, "but all financial transactions are in actual coin. Their system is a sort of decimalized adaptation of the English method, reports the Baltimore American.

"They divide the gold pound into sols, 10 sols to the pound, so that the sol equals 50 cents in our money. Smaller denominations are represented by silver coins of 10 cents and 20 cents and the copper penny of the value of two cents. For a while the government coined a \$2 gold piece, but the women were so enthusiastic over them for ornaments that none could be kept in circulation."

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## RAILROAD SCHOOLS PROVE SUCCESSFUL FOR SOUTH AFRICA

Cape Colony Lines and Government Cooperate, Each Providing Half the Expense for Novel System.

### CHILDREN CARRIED

WASHINGTON.—A railway school system has been devised and inaugurated for the education of children living in out-of-the-way places, and it has also been utilized in cases of railway employees in centers of considerable population, according to a consular report. Statistics of these railway schools for 1908 show that there are 41 schools on the railways, with total enrolment of 2,133 pupils. Many of these children would have no educational advantages if it were not for the railway schools established especially for them. The expense to the Cape Colony government railways for these schools was \$28,367 for the year 1907.

Wherever railway employees in isolated places can guarantee an average attendance of 10 children or more, not otherwise provided for by the railway schools, the railway department and the education department, acting conjointly and each furnishing half the expense, provide suitable premises and a certificated teacher at a salary of \$300 to \$457 a year and quarters.

Children of railway employees are carried to and from these schools free of charge, and are charged slightly lower fees than in the regular government public schools; they must also provide their own books and stationery. No objection is raised to the attendance of the children of farmers who also may be living beyond the convenience of any government public school.

An official of the railway, known as the education officer, acts as manager of all the railway schools, and where there are a sufficient number of parents they form local committees to assist him in managing the affairs of the school. He is always more or less guided by the opinions of the station masters or head officials of the railway. The schools are inspected regularly by the inspectors of the education department, and the children are advanced according to the standards of the public school system.

Children attending these railway schools range in age from 5 to 15 years, over 20 per cent of the children being over 15. They are taken as far as the seventh standard, which comprises a knowledge of the following subjects: Arithmetic, Euclid, algebra, grammar, history, dictation, composition, writing, reading, botany, geography, sewing, Dutch, French and Latin.

The schools are supplied with libraries, furnished by railway and educational departments.

### BRAZIL TO DEVELOP IRON.

The government of Brazil is making plans to develop iron smelting and the iron and steel industries in general, so that the vast iron ore deposits of the country may be utilized.



## FINANCIAL GROWTH OF BOSTON IN TEN YEARS REMARKABLE

Increased Activity in Business  
Has Brought About a Con-  
siderable Expansion of the  
Monetary District.

### MORE ROOM NEEDED

State street is "the street" in financial parlance in Boston, being the headquarters of the financial power of the community, just as Wall street is "the street" to New York financiers. Within a decade or thereabouts it was a correct descriptive expression, geographically, the financial district having been confined almost exactly to the precincts of State street.

Within the past 10 years, however, a change has come over the business life of the city, as there has over that of the entire country and the world at large, and the change has been one of progress and expansion. Under the influence of increased activity and prosperity that has pervaded the country and given character to all business operations in recent years, the volume of business done in the financial district of Boston has caused that district to press its narrow bounds and seek outlets for its growth.

The first demand for more room for brokerage offices came a few years after the erection of the Stock Exchange building. It was met primarily by the construction of "skyscrapers," but these only filled the temporary requirements. It became evident that the section of Boston devoted to the transaction of monetary business must have room to expand in a manner commensurate with the growth of Boston as a business city.

The Ames building was an early outgrowth of "the street," but as it is hardly off State street, it did not foreshadow anything radical. Merchants' row, however, proved a different matter. It became a backwater of "the street" down which the financial currents of that thoroughfare eddied and whirled. Its use as headquarters by big financial concerns was about the first indication that the monetary stream of State street was overflowing its banks and that before long new channels would be worn in the bedrock of the city by the swift currents.

Extension to the northward, however, was not destined to take place very far. To the north, close upon Merchants' row, is the market district, with too many interests, too strongly entrenched, to permit them to be forced aside even to make room for the city's growing monetary interests.

Devonshire and Congress streets afforded outlets to the southward to relieve the pressure from within, and eight years have seen the overflow set down those canyons and eddy into the square about the Federal building, while the past two or three years have seen the stream break away from the square and pursue its way through Devonshire, Federal and Congress streets, southward from the postoffice. The Commonwealth Trust Company in Summer street, just now stands as a southern outpost of the financial district, but the record of the changes that have gone on within make it seem anything but improbable that the district will extend eventually to the South station. Among the landmarks that indicate the development of this district, about and to the south of the postoffice are the new First National Bank in Congress street, near Franklin, and the Eliot National Bank in Federal, near Franklin street. Kidder, Peabody & Company have added a new front to their establishment in Devonshire street, opposite the postoffice, practically building a new banking house around their old one, and the New England Trust Company, next door, at the corner of Devonshire and Milk streets, have erected a modern building.

Various specialized business communities have felt the encroachments of the financial power in this march southward.

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Milk street, from being a stronghold of the legal profession, is now a financial street. The International Trust Company, at the corner of this street and Devonshire, built a modern banking edifice, and finding its requirements still enlarging, built again, making a formidable addition to its original structure.

Meanwhile there has been some expansion back of the Ames building, to the eastward, the Old Colony Trust Company having moved from the lower stories of that structure into a building of its own, just beside the Ames building, and facing in Court street. The Paritan Trust Company also has put up a building of its own on the same side of Court street, nearer South square.

In South square the Suffolk Savings Bank's new building stands as an outpost of the financial district in that direction, but expansion on this line seems to have reached its natural limitations, for the reason that about South square, Tremont row and the lower end of Tremont street there is a big retail district, which involves interests and traffic that it would be difficult to displace. School street has some financial landmarks, but they are long established and expansion along that line seems to be limited by the same conditions. The line of least resistance seems to be that along which development has made such advances, namely, southward from Postoffice square toward Summer street and the South station. Much of this territory has been occupied, and still is, by wholesale and manufacturing establishments, but the daily traffic to and from the South station has brought about opportunities in the retail line that have effected considerable changes in the character and appearance of the main streets. Such a transformation affords an opportunity for the banking and brokerage houses to push their way into this hitherto uninvaded territory.

There are, of course, numerous banks and kindred establishments in portions of the city far remote from the localities enumerated, but the character of these is often suburban or sectional, and their existence does not bear in any way upon the main problem of the expansion of the monetary center of the city.

### MEXICO TO SHIP CROPS TO AMERICA

Sinaloa, on the west coast of Mexico, will hereafter send vegetables to the markets of the United States, says the Los Angeles Express. This is one of the results of a new railroad.

A. M. Mortensen, southwestern manager for the Pacific Fruit Express, has returned from a trip there to make arrangements for handling the crop, which, he says, will aggregate between 300 and 400 cars this year. The output will consist chiefly of tomatoes, egg plant and cucumbers.

## BOSTON EXCHANGE LARGELY DEVOTED TO COPPER ISSUES

More Than Half of the  
Billion Pounds Output of  
United States Controlled  
by Four Big Companies.

### THE COPPER MERGER

The Boston stock exchange is very largely devoted to the trading in copper shares. In fact the Boston exchange is noted the world over for the extensive business done in these securities. In view of the proposed merging of copper companies it is interesting to note the production of some of the largest corporations.

Of the 1,000,000,000 pounds annual copper production of the United States more than half is controlled by the four big companies, namely: Amalgamated, Calumet & Hecla, Guggenheim and the Phelps-Dodge Company. Approximate figures on the production of all the copper companies which the big four control are 576,000,000 pounds of refined metal. In the case of the Calumet & Hecla the figures include the product of the Bigelow mines recently taken over.

In the Guggenheim figures are included the output of Utah Copper, Nevada Consolidated and Cumberland-Ely. The product of the latter two at the present rate is about 50,000,000 pounds and the Utah Copper produces about the same amount. We have not taken into consideration American Smelting and Refining.

The Phelps Dodge output is taken from the figures submitted to the New York stock exchange, which included the Copper Queen, Montezuma and the Detroit Copper Company. The Amalgamated figures are made up of the Anaconda, Butte & Boston, Boston & Montana and the Parrot.

The approximate figures of each group are, in pounds: Amalgamated, 210,000,000; Calumet & Hecla, 150,000,000; Guggenheim, 100,000,000; Phelps-Dodge, 116,000,000; total, 576,000,000.

The properties of these large holding companies have paid in the aggregate dividends amounting to \$314,793,319. The distribution of the Calumet & Hecla group, including Calumet & Hecla and the Bigelow companies, totals to date, \$128,081,170; and next comes Amalgamated, not including the holding com-

pany, with \$108,982,649. The Guggenheims have received dividends only, with the exception of \$450,000 from Utah Copper, from Smelters and the total distribution by Smelters has been \$41,000,000. The Phelps-Dodge properties have distributed over \$36,000,000, not including the recent dividend of the parent company.

### NEW YORK PORT SHOWS DECLINE

Chamber of Commerce Is  
Back of Movement to Im-  
prove Facilities and In-  
crease Shipping.

NEW YORK—The Chamber of Commerce Bulletin of this city says that during the past 30 years New York's share of foreign commerce of the United States has fallen from 54.9 to 47.7 per cent, and while this proportion is still relatively large and preserves the commercial pre-eminence of the port, a further decline is reprehensible in the eyes of New York merchants.

The Chamber of Commerce of New York at a recent meeting authorized the committee of foreign commerce, of which Gustav H. Schwab is chairman, to ask the co-operation of the other leading organizations of the city in a united effort to secure improvement of facilities. In an address Mr. Schwab said:

"The city of New York recently sent to New York six different state and municipal commissions for the purpose of studying our development. The city of Philadelphia is now engaged in agitating an appropriation of \$25,000,000 for further development of the port of Philadelphia. The city of Baltimore is understood to be working in the same direction.

"The city of New Orleans is making similar efforts. These efforts have all been undertaken with the united action of these cities and New York is doing nothing in that direction. It is for the purpose of obtaining advice, help and co-operation of all the other bodies specially informed and instructed in regard to these various subjects that we desire to add to the committee representatives of outside organizations in the city of New York."

## Questions Like These--

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Q. Having \$5000 to \$8000 to invest, what stocks seem to you most desirable which are paying dividends, such as U. S. Steel, Chesapeake & Ohio, and others of that class, to hold for 6 or 12 months?

Ans. For this purpose we would advise the common stocks of Atchafalaya, Topeka & Santa Fe, paying 3%; Can. Pac. 7%; Chicago & N. W. 7%; Chic. Mil. & St. Paul 7%; Ill. Cent. 7%; Louis. & Nash. 6%; Pennsylvania 6%. In the industrials the preferred stocks of the Amer. Car & Foundry 7%; Amer. Loco. 7%; Nat'l. Harvester 7%; Nat'l. Biscuit 7%; Va.-Car. Chemical 8%; U. S. Steel 7%; and Amer. Telegraph & Telephone 8%.

Q. I wish to purchase about 50 shares of a low priced railroad or industrial, and would thank you for your opinion.

Ans. Among low priced dividend-paying railroad issues which have speculative prospects, Atchafalaya; Chesapeake & Ohio; Baltimore & Ohio, and Denver & Rio Grande Pfd. are well considered. In low priced industrials, the common stocks of Corn Products Refining; American Agricultural Chemical; Va.-Car. Chemical, and U. S. Rubber might be mentioned as fair propositions.

Q. Will you give your opinion of the future of American Telegraph & Telephone? Would you sell and invest in something else?

Ans. American Telegraph & Telephone stock, if direct returns from operations are a criterion, has a future perhaps second to no other industrial. Not long ago the securities were placed on the Chicago Exchange and met with favor in that city. Boston has long been headquarters for anything pertaining to this company. Constantly increasing earnings are reported. The field of telephoning is so extensive, and the effect so cumulative, that stocks bought some time ago should look promising for some time to come, and we should advise you to hold and await developments.

Q. Please mention several long-term 4% railroad bonds, suitable for a woman's investment.

Ans. Chicago, Burlington & Quincy joint 4%; Colorado & Southern 4%; Louisville & Nashville unified 4%; Illinois Central refunding 4%; and Chicago, Rock Island & Pacific refunding 4%, might be suggested.

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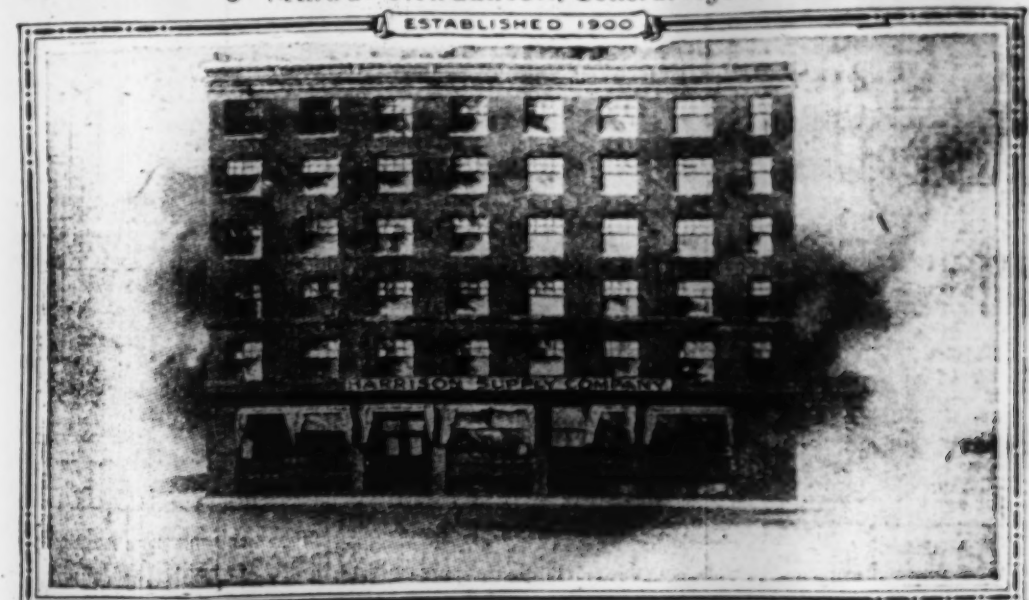
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## Industrial Education Our Present Great Need

THE two great forces of modern life are education and machinery. The one elevates man, the other subdues nature; together they develop civilization and determine the destiny of nations and races. How far removed is the American Indian in birch bark canoe from the modern engineer in iron steamship! Stretch canoe and Indian in endless chain around the globe, each within call of the next, and the sum of their power will not equal that of a single transatlantic steamer. For 600 years the Spaniard was building in the Pacific an empire based upon ignorance and unskilled labor. In a single hour it was overcome by education and machinery. The little Commonwealth of Massachusetts, with its machinery for education and its education for machinery, is more potent in the life of the world than the whole continent of South America. The cotton crop produced this year by the southern states could not have been grown, picked, housed, spun and woven a century ago by the entire population of the globe.

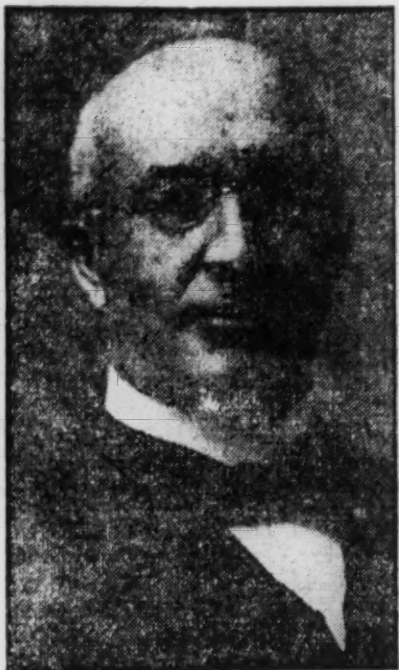
The greatest industrial changes ever wrought within a life time have been witnessed by the generation now living in the South. For more than a hundred years we maintained an industrial system in opposition to the industrial forces of the world. The long struggle between north and south, although waged apparently in halls of congress, in pulpits and drawing rooms, on deck of ship and field of battle, was not political, nor legal, nor social, nor military, but educational and industrial. It was a struggle between the educated Yankee mechanic astride the steam engine and the educated southern planter, carrying on his shoulders the negro slave. The heroism of that struggle, the courage, the fortitude, the skill, the energy and the power with which the south maintained it in peace and war, are emphasized, beautified and almost glorified into martyrdom by the absolute certainty, the preordained necessity of its total failure.

There was no need of Gettysburg or Appomattox. The contest had already been settled by the mills and factories, the railways and steamships, the power looms and spinning jennies, the reapers, binders, threshers and other machinery of a people leading the world in mechanical invention, in use of machinery, in industrial progress, and in public education. Had the south possessed resources of skilled and educated labor, of shops and factories, of mills and furnaces, of ships and locomotives, of accumulated wealth such as the north possessed—had the victory been possible by endurance and fortitude, by courage and heroism alone, the boys in gray, under Lee and Jackson, would have been invincible, not only by the north but by the world.

The building up of the South since her overthrow in war; the revival of old industries and the establishment of new, the accumulation of wealth, and the multiplication of schools, colleges and universities, are the admiration and the wonder of the world. But there is nothing wonderful about it. The people who were great with slavery and unskilled labor are become greater with freedom and education. The apparent emancipation of the negro slave was the real emancipation of the southern white. By Lincoln's proclamation the South was freed from slavery, and the road was cleared to educated labor and industrial development. We realize at last that slavery was not our riches, but our great poverty. We dare not picture the condition of the South today with slavery dominant, controlling her industries and repressing her development.

The greatest need today of the southern states, perhaps of the entire union,

This article is by George T. Winston, L. L. D., former president of the North Carolina College of Agriculture and Mechanic Arts, the University of Texas and the University of North Carolina.



GEORGE T. WINSTON, L.L.D.,  
Former President of the North Carolina  
College of Agriculture and  
Mechanic Arts.

is industrial education. The industrial life of our country must be based upon education. Our educational system must lead to industrial life. The old school boy dream of statesmanship must yield to desire for workmanship. Our children must be taught to express their thoughts in work as well as in words. The healthful happiness, the lasting utility and the real nobility of genuine labor, of labor wrought into things of beauty and value, must supplant the nervous excitement of mere intellectual gymnastics and the tiresome weariness of the mental treadmill. Our present system of education is not in touch with life. The highest expression of the world's power today is not literary but industrial. The world's work is growing daily in character, value and intensity, and is demanding for its performance not only labor but genius, genius of the highest order and thoroughly trained.

Ours is an age of action and performance. The world's demand is not for skilled talkers, but skilled workers. Mountains must be tunneled, rivers bridged, oceans led captive over continents, deserts irrigated, cities built into air and guarded from fire and flood, enemies of life detected and destroyed in plant and animal, goods exchanged between the ends of the earth, nature's forces harnessed to human service, and her crude material, infinite in variety and extent, fashioned into forms of beauty and utility to gratify the ever increasing desires and necessities of life. This is the age of the engineer, the chemist and the biologist.

The educational system of our country needs to be greatly changed if not reconstructed. For 100 years our schools have manufactured orators, statesmen and universal geniuses. The supply now exceeds the demand; and a change of educational machinery is necessary. For declamation and dialectics we must substitute the microscope and the labora-

tory, the drawing board and the machine shop. We need workers, trained and skilled in every department of industry. Rude labor will not suffice, even in agriculture. Our cotton crop has trebled in thirty years. Improvements in soil culture, in machinery, in fertilizers, and in utilization of waste products have produced this wonderful result. The methods of slavery would mean bankruptcy today. Thirty years hence the crop will be trebled again, and the methods of today will mean bankruptcy then. The same is true of all our industries. To remain stationary is really to fall behind. As ginning has supplanted hand picking; carding machines, hand cards; and power looms, hand looms; so, the plaids and sheetings of today must yield to lawns and laces and muslins tomorrow.

The weavers of Asia are still using hand power. When they rise to steam and power looms the South must move up further or else be ruined. Industrial education is our only hope. Other people are employing it and revolutionizing their industries. Germany is dotted with industrial schools, of agriculture and forestry, of metal and wood working, of weaving, bleaching and dyeing. German goods are filling the markets of the world in spite of tariffs and hostile legislation. Great Britain is no less active; Japan, after her sleep of centuries, has awakened to life through industrial education. Even Russia is preparing for the struggle.

The South is awake to her necessities. She is entering upon a great career. Her resources are practically undeveloped and unlimited. She is amply endowed with all three requisites for the production of wealth: with natural resources, capital and labor. Her natural wealth is the greatest on the continent. In variety and fertility of soil, in diversity and healthfulness of climate, in abundance and variety of minerals, in forests and fisheries, in water power and fuel, she is rich beyond power to calculate. She is accessible to the world markets both for raw material and for finished products. Her capital is abundant and easily increased by foreign importation; her white labor is native, of English, Scotch and German stock, reliable, intelligent, abundant and cheap. All conditions are favorable to the production of enormous wealth and with it the promotion to a high degree of popular happiness and prosperity. The one thing lacking is industrial training and skill. Supply these, and the South will be the paradise of the world, the realization of perfect democracy, where labor is so productive and wealth so abundant that there is leisure and opportunity for universal culture and universal progress.

## MANUFACTURE OF ROQUEFORT CHEESE INTERESTING INDUSTRY

Made From Pure Sheep's Milk, Over Ninety-Two Thousand Gallons of Which Are Used Annually—Hundreds of Men and Women Engaged in the Enterprise

Although the United States is one of the largest importers of Roquefort cheese it is quite safe to assume that not many people in this country know how the cheese is made or to what extent the industry is carried on.

Consul William H. Hunt of St. Etienne finds that one of the most interesting industries in that French district is the manufacture of Roquefort cheese, which he describes:

The care necessary to secure a good product is astonishing to those who have never been to Roquefort to visit the various factories. This industry consumes annually about 92,459 gallons of sheep's milk, from which is produced about 3797 metric tons of cheese (metric ton equals 2204.6 pounds). This amount of milk is handled in some 360 dairies in the Aveyron and adjoining departments, and the herds of sheep from which the supply is obtained are estimated at 600,000.

The kind and quality of the milk is important. It must be pure unskimmed sheep's milk, unadulterated with water or with any other milk. Inspectors are employed and instruments used to detect fraud. The green hills of the Aveyron, which furnish fine pastures for feeding the sheep, play no small part in the quality of the milk and the celebrity of Roquefort cheese.

An average of 100 liters (1 liter equals 1.0567 quarts) of sheep's milk will produce about 24 kilos (kilo equals 2.2 pounds) of fresh cheese, whereas in the departments of the Rhone, the Puy-de-Dome and the Cantal it requires 100 liters of cow's milk to make 15 kilos of imitation Roquefort cheese. These imitations comprise the *Forme de Cantal*, *Bleu d'Auvergne*, *Bleu de Gex*, etc. The quality of the Roquefort cheese also far outtranks the imitations.

Roquefort cheese has a more delicate taste and rich butter color, while the imitations have a bitter taste, soon become a deep yellow after cutting, and when exposed to heat turn nearly black. Roquefort cheese can be exported to tropical countries, such as the Congo, Senegal, Madagascar, the West Indies, Guiana, Ceylon, China and Japan, while it is said that cheese manufactured partly with cow's milk could not withstand the transportation and the temperature.

In the Roquefort industry the cans and everything pertaining to the milk

must be scrupulously clean. The dairies are in dry and airy spots, and the white-washed walls, cemented floors and screened windows all conduce to cleanliness. The dairy consists of three rooms, in the second of which a temperature of 63 deg. F. is recorded by the thermometer the year round.

The milk is first heated to a temperature of over 90 deg. F. and curdled by the addition of rennet. The curds pass through various processes of draining, salting, molding, etc., but to state this generally gives only a slight idea of the time and care necessary. From start to shipment it requires 50 to 60 days to turn out a satisfactory product. The various operations might be briefly stated as follows: (1) Treatment of milk—skimming, heating, curdling, dividing the curds, draining, putting into molds and scattering with powder of stale bread crumbs, tasting, hardening; (2) treatment of cheese at factory—receiving and weighing, first and second salting, brushing, piercing and classifying, placing in caves, first turning, maturing in caves, second turning, second classifying, maturing continued, third and last turning before expedition.

The preparation of the bread is a long and interesting part of the process. A special kind of bread is moistened and left to mold in a cave for about two months. It is then cut into small pieces, dried, ground and bolted. The powder thus obtained is scattered over the layers of curds as they are placed in the molds. This makes the bluish green streaks noticed in the cheese and helps to give Roquefort its aroma.

The caves perform an important part in the fabrication of this cheese. It is largely by maturing and mellowing in them that Roquefort cheese is celebrated throughout the world for its delicate flavor and peculiar aroma. These caves are excavations, some natural and some artificial, hollowed out in the side of the steep and rocky mountain which dominates the little village clinging to its side. They are cold and damp, but ventilated by the air which penetrates through the fissures in the stratified rocks. Some caves are very large, measuring 57 meters long by 9 meters wide and 14 meters high (meter equals 3.28 feet). There are several stories in each cave, containing shelves on which the cheese is placed.

## FUTURE OF THE TELEPHONE

THE most marvelous inventions become commonplace when once they attain practical success, writes Beatrice Cassell in Harper's Weekly. Wireless telegraphy, the wonder of yesterday, has proved itself to the general public and has been relegated to the background in favor of the newer marvel, the wireless telephone.

Although the possibility of wireless telegraphy has long been known, few persons have stopped to consider that it is but one form of the wireless transmission of electricity. In the new discovery the ether is a universal wire that will answer as well for radiophone conversation and transmission of power as do ordinary land cables. There is no speculation about the matter. Recent achievements have supplied the proof.

It is going to be a fairly comfortable proceeding to penetrate any wilderness with modern wireless devices. Experts say there is no reason why the explorer in the depths of Africa cannot keep in personal touch with his family left behind in civilization. He may even listen to grand operas or band concerts through the medium of a recent invention. This is simply a device invented by DeForest for passing over any number of wireless telephones the actual music or singing, which will be collected and automatically transmitted by an apparatus hung over the stage whereon grand operas or band concerts are being given.

Nowadays, in order to telephone a man one must call up a certain telephone located in a certain place. Unless the man is there, you cannot talk to him. That will all be changed in the future. One can foresee the time when the man up the street, on the trolley car, or wherever he may be, will carry in his pocket an audion or receiver, listed under his own number and tuned to an affinity, different from that of any other audion. Should some one call that number, immediately the audion will buzz a warning. True, the man will not be able to telephone without connection with a transmitted apparatus. But those will be found in all vehicles, and even on street corners, as letter drops now are. All he will then have to do will be to connect his receiver with the transmitter, drop a coin in the slot, and communication will be set up immediately.

A strong argument against the wireless telephony was that outsiders might easily pick up the message transmitted. This was true so long as all instruments were tuned to a single key. But a certain recent invention applied to the tel-

ephone has changed all that. Central will be able to change the tune for different subscribers as often as there are numbers in the telephone directory. It is done exactly as a violinist tunes his instrument—by tightening or loosening a device which in infinitesimal degree increases or decreases the vibration as the impulses are set forth.

It may all sound visionary enough, but not so far-fetched as did the prognostications concerning the wire telephones

that were made some 30 years ago. Even the wireless telephone advocates do not claim that all these promises will come to pass in a day. They contend, however, that within 20 years the wireless telephone will have entirely superseded the present systems; and for the very good reason that it will be cheaper to install, maintain and operate. And they claim that it will do things that will be as necessary in the future as ordinary telephoning is today.

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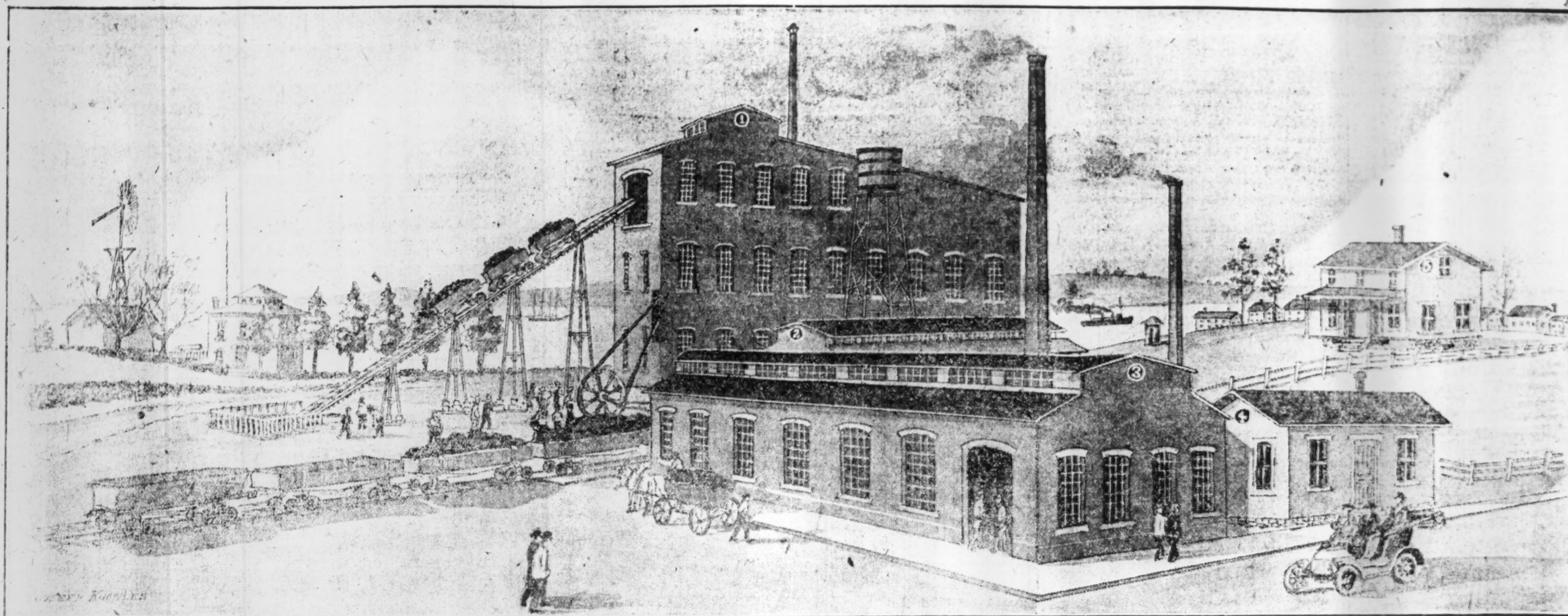
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# Rhode Island Coal Company Soon to Market Product



This illustration shows the surface equipment of the Company as it will appear about three months hence. The buildings are all of the latest and most approved type, and the equipment throughout is such as is in use by the best equipped coal mining companies in the world. No. 1, in the illustration shows the breaker; No. 2, the briquetting plant; No. 3, the power house; No. 4, gas-producer plant; No. 5, the Company's office.

## SPLENDID EQUIPMENT

Company's Plant and Dwellings of Most Approved Type

At the present time the Company has in its employ twenty experienced miners, whose efforts are being directed toward preparing the mine for operations upon an extensive scale. These men are the pick from the anthracite regions of Pennsylvania. In nationality they are English, Welsh and American and have been recruited mainly from the vicinity of Harrisburg and Scranton.

The men are being housed in temporary quarters, pending the erection of modern dwellings. The houses designed for their use are already under construction. These will be of brick, in the English country house style of architecture, with every improvement which sanitation and modern construction can suggest. Contracts have been let for the erection of ten blocks of five houses each. Each house is provided with a pleasant lawn and a truck garden in the rear. While the Company has no intention of embarking upon any uplift movement, it is believed that the quarters intended for the employees will rank with the finest buildings of the kind in the country.

Every house will be equipped with running water, hot and cold, hardwood floors, baths, set tubs and electric lights. In the physical features of the miners' homes every effort will be made to render them comfortable and no pains will be spared to make the workers satisfied with their living conditions. The rents will be reasonable. All the Company will ask is a fair return upon the money invested.

Two blocks of these houses will be rushed to completion. It is expected that every family of miners will take boarders, so that shelter will be provided in the immediate future for at least 100 active mine workers. These houses are situated about a quarter of a mile east of the breaker and south shaft. They afford a splendid view of Narragansett Bay and Prudence Island. School facilities are of the best. The miners who work in the Portsmouth mines will have nothing to complain of, so far as social conditions are concerned.

Ground has been broken for various buildings connected with the plant. The frame of the office building is up, and the work of laying the concrete foundation of the breaker is well under way. The briquetting plant is under construction and the foundations have been laid for the erection of a modern power plant. The work on these various buildings is being pushed as rapidly as conditions permit.

Railroad sidings have already been laid from the Newport branch of the New York, New Haven & Hartford, extending to the south shaft and the coal breaker. This step was rendered immediately necessary for the economical handling of materials to be used in the erection of the several buildings and the handling of machinery. It is expected that the first unit in the completion of the Company's plant will be ready within three months. In the meantime a section of the breaker will be installed—a miniature plant which will permit the Company to break, treat and ship a limited quantity of coal while the construction work upon the larger equipment is under way.

It is expected that by January 1, 1910, the Company will be mining from 25 to 30 tons of coal daily. According to present indications there will be a ready sale for this quantity of coal at the mine, various dealers in Fall River and other nearby places having signified their willingness to purchase the product at the mouth of the mine at prices yielding the Company a good profit. The Company expects to advertise its product by the testimonials of consumers of the coal, being confident that the superior qualities of Rhode Island Coal will be manifest upon trial. Confidence is expressed that by the time the Company is able to deliver from 1000 to 5000 tons a day the demand will be equal to the supply.

The main office building sits upon an eminence to the north of the south shaft. This building is already practically completed. The breaker will be situated in the rear of the present boiler house, which will be torn down to make room for a modern structure. The breaker and the engine house are to be practically one building, 120 feet in length by 185 in height.

Both shafts of the mine are practically free from water. Numerous mining experts have stated that the Portsmouth mine is one of the driest in existence. At present the miners are engaged in driving headings, in order to provide for an increased capacity later on. It is expected that within three months at least 100 miners will be engaged in taking out coal.

## VAST COAL DEPOSITS

Experts Estimate from Fifty to One Hundred Million Tons.

It is a matter of surprise to the great majority of people that almost at our doors are large deposits of anthracite coal, equally as good, for all domestic uses, as the well known anthracite coals of Pennsylvania. But such is the fact. On the Island of Rhode Island on Narragansett Bay, just below the City of Fall River, are mines of anthracite coal that were operated to a limited extent some forty or more years ago. The two shafts from which the coal was taken have been allowed to fill with water, and the amount of pumping to free the mine testifies to the large quantity of coal that was taken out years ago. But the water is nearly all removed, and while the amount of coal taken out is considerable, it is not large in proportion to the area of the whole coal field. Possibly from one million to one million and a half tons have been taken out, but the quantity remaining is generally estimated at from fifty to one hundred times that amount, and it is quite likely it will exceed these estimates. The exploration by diamond drilling has demonstrated that two of the large seams run substantially across the island, and as these seams are estimated to be of the thickness of six feet, or thereabouts, it means that the known deposits aggregate from fifty to a hundred million tons. This large coal field is located in the town of Portsmouth, R. I., is owned in fee and through perpetual mining right and long leases by the Rhode Island Coal Company.

It is a great mystery to many, probably to most people, why this extensive deposit of coal has not been made use of in recent years. Probably the main reason is that the coal being so low in volatile matter does not, excepting with a strong draft, easily ignite. Fifty years ago the stoves were poorly adapted to the burning of anthracite coal, and hence a coal hard to ignite was not popular. But the discovery a few years ago of the fact that when given a bath of a weak solution of calcium chloride the burning quality of the coal is made equal, if not superior, to that of the best anthracite coal of Pennsylvania, has changed the whole value of these coal fields from comparative worthlessness to very great economic and commercial values. The treatment is very simple, being merely the immersion of the coal in the chemical solution for an instant, when it is carried off by bucket conveyors and is immediately ready for shipment and use. The cost of the treatment is but a few cents per ton. Machinery and plant for extensive working of the mines at one of the shafts are now being erected, and mining in a small way will be begun early in December, increasing gradually from month to month, until by the first of June, 1910, it is believed that the Company will be mining and marketing one to two thousand tons of coal per day.

It is in contemplation also to sink a vertical shaft, later on, having capacity of 3000 to 4000 tons per day in addition. Expert miners from the Scranton regions estimate that the cost of placing this coal on cars at Portsmouth will not exceed \$2 per ton. The freight to Fall River, Providence, New Bedford, Taunton and other places within that zone is fifty cents a ton, making the actual cost in the several places referred to, say, \$2.50 per ton.

It is a matter of common knowledge that good anthracite costs consumers in these places \$7 to \$8 per ton of 2000 lbs. It is therefore quite reasonable to expect that the Company can realize five and a half to six dollars per gross ton of 2240 lbs. f. o. b. at the places referred to, thus showing a very handsome profit to the company over the operating costs. It is believed that in one year from this time the Company will be mining from 1500 to 2000 tons per day, and in two years not less than 5000 tons per day.

## EQUAL TO PENN. COAL

Wm. F. Sekol, Noted Engineer, Says R. I. Coal Inferior to None

In William F. Sekol the Rhode Island Coal Company has secured one of the foremost mining engineers in the United States. Mr. Sekol has been for twenty-five years in the employ of the Delaware, Lackawanna & Western railroad, which next to the Reading is the largest producer of anthracite coal in the United States.

His opinion of the Rhode Island Coal Company's property is worthy of consideration. After a thorough examination of the Company's property at Portsmouth, he made the following statement:

"The Rhode Island Coal Company presents the best coal-mining proposition I have ever seen. The product of this mine, as prepared for market, is superior in quality to that of the average Pennsylvania anthracite. The coal is here in practically unlimited quantities. On a maximum production basis of 5000 tons per day, the mine should not be exhausted within the next fifty years. In making these statements I am not guessing. I have thoroughly investigated every phase of the enterprise. I know that the coal, chemically treated, burns as readily as Scranton, Lehigh or Franklin; and as to the quantity embraced within the Company's property, I stand by records of the diamond drills and the former operations.

"I understand there is some skepticism on the part of New England people as to the burning qualities of Rhode Island coal. I can assure the public that this criticism is wholly unfounded. There is no coal mined in Pennsylvania that burns more readily, once this coal is properly broken and treated. Rhode Island coal is vastly more economical for the householder, because it burns down to a fine red ash and is free from clinkers, 'bone' and slate. In fact, I see no difference in the burning qualities of this coal and that of the very best grades of Pennsylvania anthracite, except that the Rhode Island product is almost entirely free from sulphur and that it gives off no poisonous gases when burning. If I may be pardoned a seeming egotism, I may say that I know coal when I see it; I believe I am competent to judge its quantity and its quality. So far as I know there is no individual mine in the world which possesses such immense quantities of really splendid coal. Samples of this coal which I carried to Pennsylvania on one of my former visits astonished my engineering colleagues. That such deposits should be allowed to remain idle for so many years was beyond their comprehension. It is a well-known fact that at our Pennsylvania mines the inspectors allow from ten to fifteen per cent of 'bone' to pass with the coal. There is no 'bone,' 'kidney' or other foreign substance in the Rhode Island product, therefore from the consumers' standpoint it presents a much more economical proposition. The Rhode Island coal is gray in appearance, but no prejudice should exist against it on that account.

"We believe, out in Pennsylvania, that we know how to burn anthracite coal. We wash our ashes and screen the debris, and of the total amount of ash we recover about fifty per cent coal. It will never pay the consumer to screen Rhode Island coal, for the simple reason that it burns down to nothing but a fine red ash, an ash similar in appearance to that of hard wood. As to the briquetting phase of the enterprise, that is in expert hands. In Scranton we have a briquetting plant which secures its coal dust from the Delaware, Lackawanna & Western and sells its finished product to the same railroad company, which finds the use of briquettes for steaming locomotives more economical than coal itself. I firmly believe that once Rhode Island briquettes are introduced into New England the demand will be far in excess of what we can turn out. Briquettes are unquestionably the coming domestic fuel.

## OLDEST MINE IN COUNTRY

Portsmouth Mine Has a Long Industrial Career

"The Portsmouth mine offers no unusual engineering difficulties. In some respects the proposition is extremely simple. In the matter of water, for example, there is no problem to be met. The mine is the driest I have ever seen. We may find when we get at depth, that some of the veins run under the Bay. In that case we shall follow them as far as safety permits. In Pennsylvania we are mining under rivers whose beds are founded on quicksands, and yet we find no serious obstacles. Conditions at Portsmouth are so much better all around than the engineer usually meets that to avoid enthusiasm is impossible. I give it as my unqualified opinion that within two years the Rhode Island Coal Company will be in possession of one of the biggest producing and best paying coal mines in the United States."

The mine at Portsmouth, Rhode Island, now owned by the Rhode Island Coal Company, was operated as early as 1808, which was a number of years prior to any similar operations in the United States. At that time very little was known about the burning qualities of anthracite coal. It was only after a prolonged educational campaign that the splendid coal deposits of Pennsylvania were opened up to domestic and industrial uses.

Rhode Island Coal was first used for the smelting of copper ores which were imported from Cuba and South America. It is estimated that in the smelting of these ores the Taunton Copper Company mined about 1,000,000 tons of Portsmouth coal. A prohibitive tariff on foreign ore killed this industry, and in time the property was taken over by the Worcester Steel Works, of which Mr. George M. Rice was the head. The Rice heirs, acting through Mr. J. W. Dennis, some two years ago, turned the property over to the Rhode Island Coal Company. At the head of this company is Mr. Henry M. Whitney. Mr. Dennis is vice-president.

An epoch in the history of Rhode Island Coal was marked with the discovery by N. W. Bloss of a process to make non-volatile coals burn freely. The Bloss process consisted of application to the coal of a solution of Chili salt-petre. This process was later superseded by a discovery of Henry J. Williams, the famous Boston coal expert and chemist, which was that crude calcium chloride caused graphitic coals to burn with the readiness of the best grades of Pennsylvania anthracite.

It was only after a thorough investigation of the merits of these processes that Mr. Whitney decided to take the Rhode Island Coal proposition over. Since then innumerable practical tests have demonstrated that the coal is of a splendid quality, free burning and practically free from clinkers and noxious gases; and the contention of Mr. Williams has been amply borne out, that the chemical treatment has made of Rhode Island Coal a commercial proposition of almost incalculable value.

As to the quantity of the coal in the Portsmouth field, the testimony is unanimous that it runs into the tens and even hundreds of millions of tons. Many years ago Professor N. S. Shaler, the famous Harvard geologist, declared that the coal deposits of the Narragansett Basin would be found to run into the millions of tons. The development work of the Rhode Island Coal Company, by means of diamond drills, of which there are four on the property, has demonstrated the truth of the geologist's predictions.

It is the object of the Company to market a high grade domestic fuel. The culm or coal dust will be manufactured into briquettes, thus saving a large share of the mine's product which would otherwise be wasted. Under its own process the company will place upon the market a grade of briquettes which are expected to sell at a premium over coal. Of no less promise is the possible development of the gas-producer phase of the enterprise. By means of gas-producer engines the company will be enabled to manufacture exceedingly cheap electrical power, which, it is believed, will find a ready market in the nearby great manufacturing centers of Fall River and Providence.

THE RHODE ISLAND COAL COMPANY, 19 Congress St., Boston







## DR. BOOKER T. WASHINGTON'S EARLY STRUGGLES

**Famous Negro Educator Speaks Before Large Church Audience at Worcester, Mass., Telling of the Progress of His Race in the United States.**

WORCESTER, Mass.—Not a seat was vacant in the large auditorium of Plymouth church when Dr. Booker T. Washington, president of Tuskegee Institute, made an address there recently. Nearly every Christian denomination in Worcester was represented in the gathering. Most interesting of all was his account of his early struggles for an education.

"There are quite 10,000,000 people of African descent in this country," said Dr. Washington. "And it is quite safe to say their moral and religious status is far in advance of any similar number of any black people in any part of the world. That is a large statement, but I make it after investigation. The black race in America has made greater progress than any similar people in the world. Notwithstanding the changes they have undergone, changes which might have disintegrated them, they have advanced. They have undergone the change from being slaves to being free and within a matter of 40 or 45 years this great change has been accomplished.

Their condition has been changed over night, as it were, from having every thought and action directed by somebody else to having to think and act for themselves, having to find food and clothing where they never had to think about it before.

"They have been asked to make this change, from being people with no education to people with education, from being people without the ballot to having the privilege of the ballot, and within a few years the right of voting has been taken from them again. Notwithstanding the great and sudden change they have multiplied and grown in numbers and strength and in usefulness.

"I trace their education in the broadest and larger sense, to the churches of New England, who have a great deal of credit due them. Sometimes you have sent us large sums, sometimes small, newspapers, magazines, shoes, barrels. How well do I remember when I was a student in Hampton. I had got to the point where my one coat could not wear any longer. I remember the

number of patches and holes and darns till it seemed as though it could not be darned any more.

"I went to my teacher, Miss Elizabeth H. Brewer, a good New England lady, sister of Chief Justice Brewer, and I told her my plight. She told me to come to her the next morning. She had just opened a barrel and among other things she pulled out a coat, a little worn, but thought by me to have been just made to fit me.

"That coat was what made it possible for me to remain at Hampton to finish the short time I had to stay. Every garment you send out has gone far to make the progress to which I refer and not a single ounce has been wasted.

"I was born a slave, my friends, on a plantation in Virginia, about the year 1858 or 1859.

"After an absence of 40 years I revisited the plantation a year ago this October. There were many colored people who knew my parents gathered to meet me and some white people and among them were descendants of the man who owned me. The grandson of my former master showed me a paper and we found the sale of so many horses and cows and pigs, and at the bottom of the paper were the words, 'Booker, \$400.'

"Very soon after the freeing of the slaves, I found myself in a log cabin. All colored people were called to the big house and my mother leaned over me and said, 'My child, we are free.' We went

**Head of Tuskegee Institute Walked Many Miles to Enter School at Hampton, Va., Arriving There Penniless to Earn His Way While Getting Education.**

to West Virginia and while working in a coal mine, I overheard two men speaking of the school at Hampton, Va., which was making colored boys and girls capable of earning more money. I made up my mind I would go there.

"I saved every dollar I earned so I could leave my mother something to support her while I was away. But how was I to get there? I took my belongings in something like a handkerchief, and I walked the greater part of the way. Sometimes I got a ride in a wagon and twice I rode in the steam cars, for a few hours or until the conductor came along. I kept at it day and night until one night at 10 o'clock I found myself in Richmond without food, without clothing and without a dollar in the world.

"The teacher examining had a few other boys before her and I was conscious she was looking at my feet. I felt all over feet and my toes were sticking out of my shoes. The teacher told me she would see me later, but I was determined she should give me a chance. She sent me to sweep the ad-

joining recitation room, while she was engaged with the others. I swept that room three times over and dusted it four times.

"That teacher was a New England Yankee and she took her handkerchief and went over tables, chairs and the corners of the room, and she could not find one grain of dust. My friends, that was my college entrance examination."

Dr. Washington told of establishing Tuskegee and his fight against great odds. Now there are 1400 students, young men and women. He lived with the people and found what conditions he had to meet and the curriculum of Tuskegee is arranged to suit those conditions. With the exception of four, the buildings were built by the students.

He discovered in his life among the people that a large percentage lived off the soil, so he determined to teach intelligent farming. They started in 1881 with one hoe and a mule. From Tuskegee, 6000 men and women have been sent out. The one-room cabin has given place to the three and four-room house built by the boys who were taught house building at Tuskegee.

## STATEHOOD THRUST ON NEVADA AS WAR MEASURE BY NATION

**Chief Justice of Supreme Court Writes of Days When Commonwealth Rejected First Constitution.**

No one ever pretended that Nevada was admitted for any other reason than as a war measure. Nevada stands alone as the only territory in the Union that had statehood thrust upon her, writes Frank H. Norcross, chief justice of the supreme court of Nevada, in the *Scrap Book*.

It meant something to the people of Nevada in 1864 to assume the heavy burden of statehood. The glory was not then so alluring but that the first proposed constitution was rejected by popular vote. When the real purpose of statehood was better understood the action of a second constitutional convention was promptly ratified.

So great was then deemed the necessity for haste that the constitution was telegraphed to Washington at an expense to the state for the on despatch of over \$3400.

Nevada lived up to her motto—"All for Our Country." She turned a stream of gold and silver into the coffers of the nation that made it easy to maintain her credit, and, besides, she practically was compelled to assume the defense of her own domain from warring Indian tribes.

The general government still owes the state of Nevada nearly half a million dollars expended in protecting her people from the wars of the government, and in raising and equipping soldiers for the Union army. Some day, probably, the nation that has had the real benefit of the hundreds of millions of dollars which the mines of Nevada have produced will pay this honest debt.

## Individual Liberty Growing, Says Justice Brewer

"The thought that has been uppermost in my mind lately," said Justice Brewer of the United States supreme court, "is that of liberty and stability. Those two words express the proper relation of the people and the government."

"On the one hand there must be freedom of action and liberty for the individual. On the other hand there must be fixed powers of government, giving stability to the nation. Between the two stands the court, holding steady the balance."

"I am a firm believer in the largest possible measure of freedom for the individual. He must be permitted to have the widest scope of action in carrying out his own life. There must be no stifling of effort. There must be no checking of initiative. The great inventions of the age, the notable achievements of mankind, the progress of civilization, the advancements we have seen displayed during the Hudson-Fulton ceremonies all typify what man has accomplished by his unrestricted individual efforts."

"The discovery of the north pole is another instance of freedom of action. I do not mean to enter the controversy between Cook and Peary. That is for others to decide. But no matter which one of them or whether both of them reached the pole, the fact stands out clearly and concretely that it was the triumph of the individual man, working for his own success, pushing on against obstacles, backed by his own strength and courage and determination. There was no government to map out his course, no system of socialism to restrict his scope of operation. It typifies the highest form of individual success."

"Mankind would not have been able to accomplish what it has if government had made itself felt on every side, holding back the desires of the individual, setting limited boundaries to the scope of his ambition, directing every day what he should and should not do. Quickly there would be an end to energy and initiative. Man would lose interest in his work. He would become inactive, unproductive."

"But at the same time there must be

government to insure stability, to give form to the efforts of individuals, to render secure the fruits of their labor, to put into effect law. Individuality without any bounds, without form or cohesiveness, would result in the mob and other confusion. Government is necessary to give form and system to individual effort, but not to restrict it. That form and system is expressed in the constitution, which both guarantees individual liberty and insures stability of the nation.

"I take little part in political affairs, but there is apparent there another decided tendency of individualism, and that is the growth of independence in voting. This is a hopeful sign of political improvement. I do not believe in the extreme of this political independence, for that would mean the disruption of organized effort. A strong, healthy party of opposition is a very helpful factor in restraining the excesses of a dominant majority. But when you have a body of independent thinking and independent acting men in any community it means that there is a group that cannot be swayed or influenced by ordinary political methods. Their attitude tends to force an improvement in political conditions, the selection of good men to office and better government in the end."

"The fathers in framing the constitution looked ahead and foresaw that disputes would arise over what are the limits of liberty and the scope of government. They wisely set up the supreme court of the United States as the tribunal to decide all these questions of individual rights and state's rights as against government authority so that we may preserve the balance that will produce the greatest good and the greatest happiness."

"I have wondered sometimes whether the fathers looked even farther into the future, whether in providing for a court to settle differences between the states of our own country they foresaw a time when an international court would adjust all disputes between nations of the world, so that there might be universal peace."

"As I survey the past and look into the future I am firmly convinced that the world is improving; that mankind is growing better; that we, as people and nations, are aiming at higher things. Despite all the shortcomings, the failures to reach high standards, the criticisms of the day, I believe we are progressing toward a better life."

## AUSTRALIA MINES HAVE BIG OUTPUT

**Few Silver Discoveries Have Proved More Important Than That of Broken Hill in New South Wales.**

Of the world's big mines few have proven greater than the Broken Hill of New South Wales—where silver-lead ores are quarried in open cuts like sandstone or fire clay in America, and where one mine (the Consols) yields ores that are 95 per cent pure silver, says John L. Cowan in the *Los Angeles Times*.

In the 25 years that have passed since the discovery of the Barrier (as the argentiferous lode is called), the Broken Hill mines have paid approximately \$100,000,000 in dividends. They have yielded silver to the value of \$200,000,000, and shiploads of lead, zinc and others of the base metals.

Yet the Broken Hill mines are rarely mentioned in the newspapers and the average American, unless particularly interested in silver mining affairs, probably does not know even the name of the great silver-producing lode to which New South Wales owes its prosperity. The major part of its population, and the commanding place it occupies in the world's metal markets.

## WEALTH OF KIMBERLEY MINES.

Since their incorporation the Kimberley mines have produced 12 tons of diamonds, valued at \$7,000,000,000.

## KANSAS CITY NOW LOOKS TO RIVER FOR PROSPERITY

**Business Men Aroused and Are Now Raising a \$1,000,000 Boat Line—River Towns Astir.**

(Continued from Page One.)

rates after the railways had refused to act, but the commission did nothing. The one thing left to do was to turn to that almost forgotten friend, the Missouri river. A campaign for funds to install a boat line was begun in June of 1906, but subscriptions, at first, came in slowly.

The boat line's promoters soon found that the greatest obstacle to the success of the undertaking was the belief, arising from forgetfulness, that the Missouri river was not navigable. The simplest way to settle this point was, of course, to make a test. The Missouri River Improvement Association chartered the *Lora* at St. Louis, loaded it with freight, and for good measure had it push a heavily-loaded, square-nosed barge in the bargain. In a total steaming time of 90 hours the *Lora* completed the trial trip without an accident. All along the route the river towns boomed cannon and shouted in welcome. In Kansas City 10,000 persons, crowding the wharf to overflowing, saw the finish of the trip.

This boat of ancient model, with the same old-fashioned decks and paddle wheels as the river craft of '56, with no steam steering gear and no chart, had successfully fought its way against the current, in and out among the snags of a neglected river, and followed a forgotten channel across the state. Here was the proof of navigability for all who cared to read. An appropriation was secured from the government soon afterward to keep the channel in better condition.

This summer a call was issued to Kansas City business men to build a boat line and build it right. At the first meeting four men set the pace by promising to subscribe \$50,000 apiece. The mark to be attained is a million, and the directors believe they will reach it before the end of the year.

"Kansas pays \$60,000,000 in freight every year," is the estimate of W. R. Stubbs, Governor of the state. "Boat lines would save us \$25,000,000."

World now hears inventor's story.

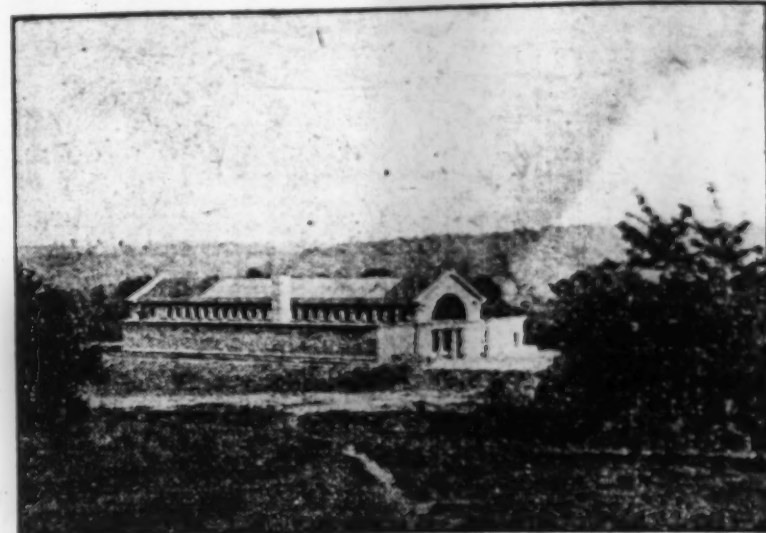
If you are a man with an invention worth while, never doubt but that the world will accord you a respectful audience, says the *Chicago Record-Herald*. This is essentially a constructive era and the inventor has come into his own at last.

Stephenson, Fulton, Morse, Bell, Westinghouse, Mergenthaler, Goodyear, Tesla, Edison, all have some time been considered impractical dreamers by the shortsighted business interests of their day, and have been compelled virtually to hawk their priceless wares from one overcautious firm to another.

But business men today are wiser. No matter how visionary the inventor appears, nor how chimerical his idea seems, he is accorded some sort of a hearing, for his scheme might contain the nucleus of a revolutionizing discovery which would mean the financial success or failure of every one engaged in that particular pursuit.

Nearly every man today now has its master mechanic or similar official, whose principal duty is to evolve new ideas in the mechanical equipment of the plant and to pass on the value of all propositions tending toward betterment or economy in production. Many such firms encourage their employees to offer any ideas that their experience might bring to them.

## KANSAS CITY HAS FINE PARKS GIVEN IT BY THOMAS SWOPE



NEW ZOO IN SWOPE PARK, KANSAS CITY.

The view is taken looking east from the golf course, which is extensive and well laid out.



VIEW IN SWOPE PARK, KANSAS CITY, MO.

The grounds here shown are near the shelter. The latter is a picturesque structure with a pergola at each end. The park contains 1354 acres.

KANSAS CITY, Mo.—This city is particularly fortunate in having such a fine pleasure ground as Swope park, the gift of the late Thomas Swope. It covers 1354 acres, and has many natural beauties. From the towers of the shelter an extensive view may be had of the surrounding country. There is a good golf course, and among the new buildings is a commodious zoo. One finds some of the most charming portions of the park in the little-explored regions away from the car lines.

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The ORIGINAL EDUCATOR is a round entire wheat cracker. Contains nothing else but pure spring water. Some eat it because of its flavor, some because it is the best cracker for serving toasted with cheese and coffee.

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## NEW MINNESOTA STATE CAPITOL BUILDING

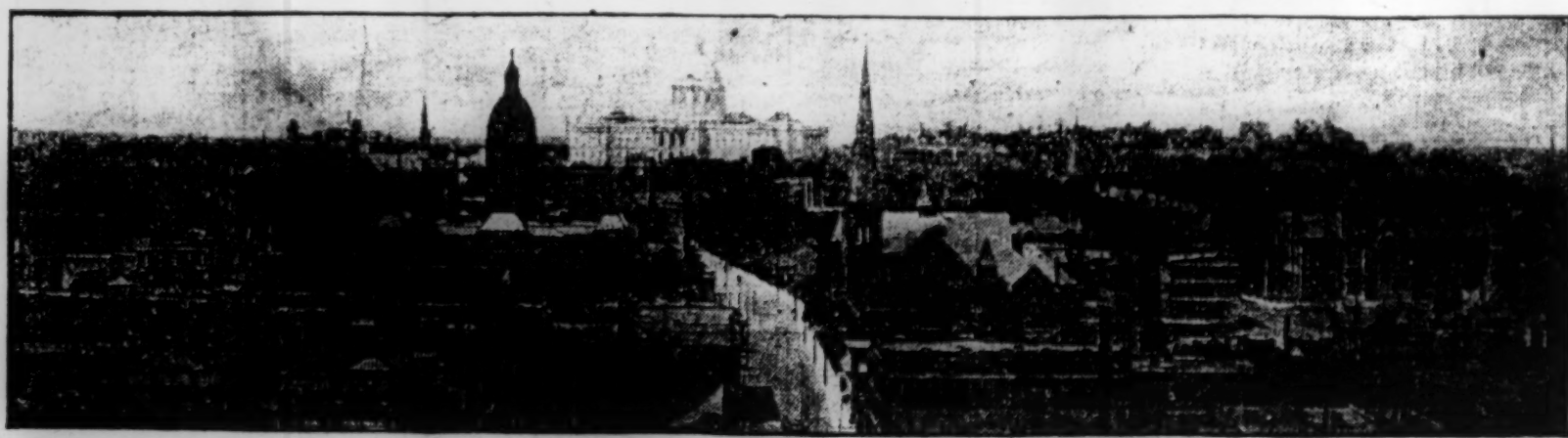


Photo copyright by F. L. Wright. BIRD'S EYE VIEW OF MINNESOTA STATE CAPITAL.

ST. PAUL, Minn.—Thirteen and a half years the builders labored on the construction of the splendid new Minnesota state capitol, and 14 years had passed before the building was complete in its magnificent interior decorations. At the conclusion of the work of the building commission the transactions and accounts of that body were completely overhauled and rigidly scrutinized, and the investigators reported that "not one cent of graft was detected in all the operations connected with the construction" of what has become one of America's notable public buildings.

Architects from the entire United States competed in designs, and that of Cass Gilbert was adopted. The state

erected the structure on a commission of 2½ per cent instead of the 5 per cent usually allowed. The foundations and walls to the first-story level are of native Minnesota gray granite, and exceptionally hard and durable stone. Above the first floor level Georgia marble was used, \$200,000 worth of this material entering into the work as well as thousands of tons of steel, tile and brick. The extreme length of the building from east to west is 433 feet. The north wing, 120 feet in length, adds largely to its floor area. The dome, which is of exceeding lightness and grace, rises 220 feet from the ground and is of white marble. The building is fireproof and its interior is laid out according to the most modern plans.

It was thought undesirable to heat the

building from a plant in the near vicinity, and a tunnel, cored by a steel shield, was driven through the adjacent high ground to a site some distance from the structure, where a power and electric plant was erected. The air for ventilation of the building is washed and steam dried and warmed in the winter. The building is heated by steam, the condensation flowing back to the power house by gravity.

The completed capitol building represents state appropriations of \$4,500,000, and the total cost is \$5,000,000. Plans have been completed by the city through which within a few years the new building will become the pivot of a magnificent system of malls and approaches reaching to other important city centers, the whole comprising a city plan worked

out by the same architect who designed the capitol, and thoroughly in keeping with the ideas embodied in that building. These broad avenues will radiate like ribs of a fan from the capitol building and will provide direct avenues to every important part of St. Paul.

The purely decorative effects for the interior of the capitol were done by Elmer E. Garney, who decorated the Library of Congress at Washington. Famous American artists have contributed to the panels, lunettes and spandrels.

The Governor's reception room is decorated with huge canvases representing stirring scenes from the history of Minnesota's troops in the civil war, and depicting important events in state history.



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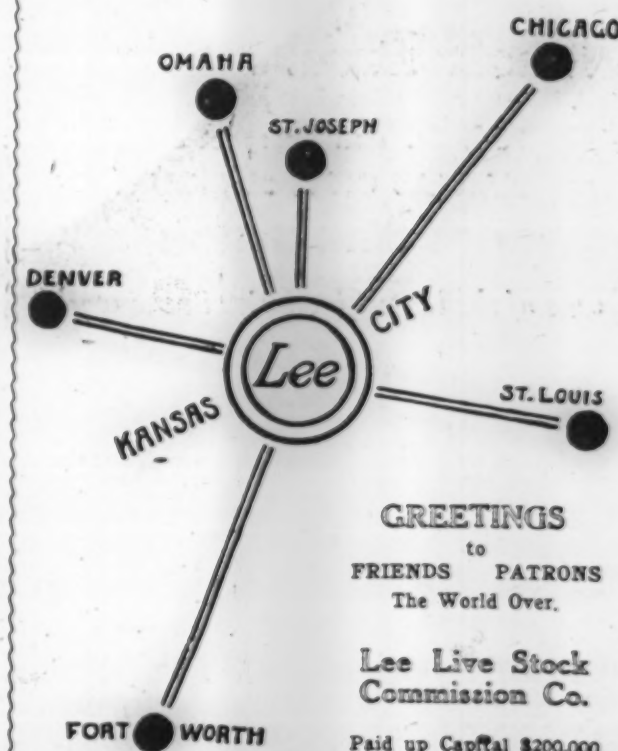
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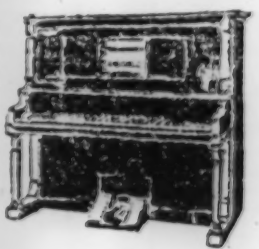
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## FARMING DONE ON BIG SCALE IN NEW STATE OF OKLAHOMA

If you should be in the grain belt you realize what farming means, out here, writes Day Allen Willey in Lippincott's. The man from the older land, who tills his hundred acres or so and has his corn lot of 10 or 20 acres, is very properly amazed when he sees the grain waving on a field of 1000 acres.

And when the harvest days are at hand and the huge mowers and reapers sweep majestically over the field, cutting and gathering up the stalks, and the busy threshers are separating the kernels with their agile mechanical fingers, the farmer does not stop to bind or bale the straw but leaves it on the field in little mountains.

Often he does not take the stalk from the ground, but cuts off the top with his "header," which "slices" 30 and 40 acres a day as its string of a dozen or a score of sturdy horses pulls it through this sea of yellow. On some of the larger ranches, as the Oklahomans prefer to call their farms, they have put the great traction engine at work to draw the

cultivators and the harvesters. This giant with muscles of steel and bone of steel will do as much as 50 or 100 horses.

Like Georgia, Oklahoma is a "land of cotton." You can tell the dividing line between the "plantation" of the southerner who has drifted up here in the utmost corner of Dixie, and the "ranch" of his neighbor from Iowa or Kansas. The man who turns his r's into h's as he draws out his words with the soft southern accent, has the same kind of soil seeded to cotton which the westerner has planted in corn.

At first he did it out of sentiment. The sight of the open bolls with their snowy fleeces brought to memory a picture of his homeland. When he found that here the cotton plant grew luxuriantly, he raised it from motives of business as well. But our panorama is not only of the grain shoots and the corn stalks and the cotton shrub. There are the peach trees bending with their fruit, the big red apple, and watermelons.

## The Street Crossing Policeman

How would you like to be a crossing policeman, to stand all day in a roaring vortex of vehicles and look out for your own safety not to mention that of the thousands passing under your sway? Just take your stand for an hour as did he writer the other day at the corner where Clark street crosses Adams and watch the member of the traffic squad work before you decide too suddenly in the affirmative, says the Chicago Tribune. These officers are the finest of "the finest," all picked men.

Strong and phlegmatic they need to be for at the busy corners of the loop district the mere blowing of that whistle about 60 times an hour would keep most people busy. Unrelentingly it piped away in long vibrato blasts, extending the right of way to one stream of autos, trucks and cars, at the same time checking a streetful from the other side while the blue-clad arm and white glove waved in unison with the whistle—a human semaphore signaling rebuke to turbulent teamster and safety to timorous or brash pedestrian.

The king of the crossing rules impartially with no favors to any one, except that the street is cleared at the fire engine. Swift retribution blows any attempt to, an impatient chauffeur to bowl across when the signal is set against him.

Defiantly the bluecoat hitches on the top, and pouring into the driver's ear the enormity of his offense, in a manner more grievous than angry, brings him to a stop. Back, back his machine must go to the farthest crosswalk, there to

wait the whistle, which, to point the moral, comes slower than usual.

Over on the boulevards they have established "isles of safety," raised platforms in the middle of the street where a pedestrian may rest halfway but in the lee of a stout guardian of the crossways the pedestrian is quite as secure, for it's bad form to run over him. In this haven a stream of people stop to pass the time of day or exercise their right to "ask a policeman," and varied is the information he dispenses.

## NEW CAR RULES IN CHICAGO SOON

Stops Will Be Made on Near Side of Street Instead of Further Side After April First of Next Year.

CHICAGO—This entire city will on April 1, 1910, change its mode of using surface street cars, for on that date all surface cars will stop on the near side of street intersections instead of the farther side, as now is the rule.

This change was decided on following a conference of city and traction officials in the office of Chief of Police Steward.

The new rule will not take effect until April 1, so that the public may become educated on the question. Traction officials believe that the rule will materially aid in relieving traffic congestion in the downtown district by accelerating the movement of cars.

## Senators Preparing Waterways Report to Present To Congress Upon Investigations Made Abroad

Theodore E. Burton of Ohio  
Chairman of Commission—  
Public Manifesting Deep  
Concern Over the Subject.

### KEY TO PROSPERITY

WASHINGTON—One of the important matters which will come up before Congress at its next session is the question of waterway improvement, and the members of the commission which toured Europe during the recess in quest of information concerning such systems of communication are engaged in formu-



JAMES P. CLARKE.  
Arkansas member of the Senate group  
in the congressional waterways  
commission.



(Copyright by Harris & Ewing.)  
THEODORE E. BURTON.  
Senator from Ohio, who is chairman of  
the congressional waterways  
commission.

lating their report, which will be presented not long after Congress meets.

In the closing days of the Sixtieth Congress a national waterways commission was constituted of five senators and seven representatives. This commission was formed in response to an insistent demand for the development of the waterways of the United States, a policy which has the support of the national rivers and harbors congress. It is the function of the commission to

make recommendations for a national policy which shall be comprehensive, yet which shall achieve the desired results with the greatest possible economy. Its recommendations are to have to do primarily with the purposes of navigation, although the utility of the nation's waterways with regard to water power, irrigation, forestry and the clarification of streams is expected to receive consideration.

The senators appointed were J. H. Gallinger of New Hampshire, S. H. Piles of Washington, William Alden Smith of Michigan, F. H. Simmons of North Carolina and James P. Clarke of Arkansas. The members from the lower house were Representatives Theodore E. Burton of Ohio, D. S. Alexander of New York, William Lorimer of Illinois, F. C. Stevens of Minnesota, I. P. Wagner of Pennsylvania, S. M. Sparkman of Florida and John A. Moon of Tennessee.

Subsequently Messrs. Burton and Lorimer were chosen senators from their respective states, Senator Burton being chosen chairman of the waterways commission. Early in August a party, comprising Senators Burton, Gallinger and Simmons and Representatives Alexander and Sparkman, sailed for Europe to inspect the waterways of the European countries and to formulate recommendations for the improvement of rivers, harbors and canals of this country. Senators Piles, Smith and Lorimer and also Representative Moon joined the party later abroad. A very comprehensive investigation was made by the party of the European waterway systems. Their preliminary report is required to be before Congress not later

than Jan. 1, 1910, in order that Congress may have the benefit of their recommendations at the time when the next river and harbor bill is framed.

Sentiment in favor of the improvement and systematizing of the waterways of the country, if not on the increase, is certainly being organized and making itself heard more clearly, and there is a strong party in Congress which favors nationalizing these avenues of transportation. This is a movement which has been aided by the utterances of such railroad men as E. H. Harriman, B. F. Yoakum and James J. Hill, to the effect that the railroads cannot transport more than 60 per cent. of the freight of the country at the time when it should be carried.

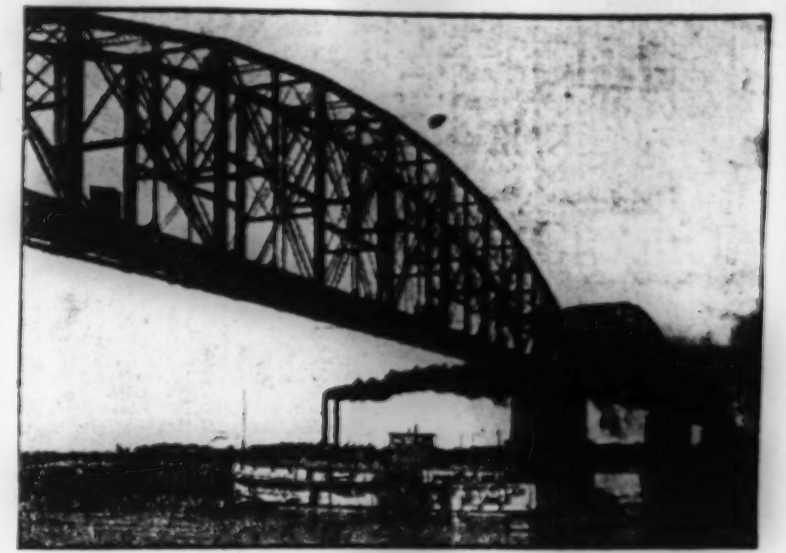
Senator Lorimer after the adjournment of Congress, traveled extensively



(Photo by Harris & Ewing.)  
SAMUEL H. PILES.  
Washington senator and member of com-  
mission which made European in-  
vestigation during recess.

through the Mississippi valley arousing popular interest in the project. Senator William Joel Stone of Missouri, a Democratic member, is one of the conservationists who believes that the future prosperity of the nation is to be furthered by the improvement of the means for inland navigation and the restoration of the steamboat to the waters of the large rivers.

## CITY OF ST. LOUIS NEEDS NEW TRANSIT FACILITIES



MERCHANTS' BRIDGE, ST. LOUIS.

One of the great structures over the Mississippi, with an elevation sufficient to permit free movement of river traffic.

ST. LOUIS Transportation, that is the vital problem for the St. Louis of today. What rapid transit system shall be adopted for the city? By what means shall the lakes to the Gulf deep waterway be constructed? These two phases of the transportation problem are uppermost in the thoughts of the people.

The shadow of an elevated railway keeps haunting up potentially, but it is as yet only a shadow. One can hardly believe that St. Louis will seriously listen to the proposal of such a desecration of her beautiful streets and suburbs. Canham and Compton Heights would desperately resist such a project. Yet the situation demands immediate relief, and the question is, what shall be done? A subway seems to be the only fitting solution of the problem. The disfigurement of an elevated road would be too great, its noise would be too much of a menace, the destruction of property would be too far-reaching to render such a scheme at all acceptable to the people. For once the path of progress lies down instead of up.

The President's recent trip down the Mississippi river has awakened general interest in the problem of water transportation through the valley. St. Louis is actively proceeding to develop her water commerce under existing conditions, while at the same time she looks steadfastly and hopefully toward the future. Kansas City shows a like activity. In fact it has come to be recognized that an immense loss has been suffered by reason of the neglect of the splendid opportunities for water transportation that the great rivers so obviously afford. The railways have mon-

itored the attention of the people and the vital problem for the St. Louis of today. What rapid transit system shall be adopted for the city? By what means shall the lakes to the Gulf deep waterway be constructed? These two phases of the transportation problem are uppermost in the thoughts of the people.

Nor is St. Louis neglecting the finer lines of development that are even more vital to the progress and well-being of a city than are those things that appeal so strongly to the commercial instinct. She has always taken a deep interest in art, and in what has been so well phrased as "the advancement of St. Louis in and through art." Now she has voted to erect and maintain a public art museum, which shall fittingly embody her vision of the service of beauty.

Then there is her new \$1,000,000 library, for which Mr. Bostwick, formerly of the New York public library, has been selected as librarian.

That the civic spirit of St. Louis is keen and active was strikingly shown by her "Get-Together" banquet held a few weeks ago. There was a visual and oral illustration of the fact that the prominent men of the city are at one for those things that make for civic righteousness and civic development.

### BOOMERANGS OF CELLULOID.

Boomerangs are now made of celluloid and hard rubber. Celluloid is better than cardboard, because it is waterproof, light, very hard to break and can be worked into the peculiar curve and twist so necessary to give the boomerang its singular properties.

## WATERWAYS EPOCH BEGINS THIS SEASON, SAY WESTERN MEN

Movement Launched at New Orleans Is Considered as Start of Real Work for Big River Projects.

### RESULTS DESIRED

CHICAGO—Waterway enthusiasts of the great middle West consider that the Lakes-to-the-Gulf movement as launched this year at New Orleans is the beginning of a new epoch.

Previous efforts are classed as wholly educational in nature, whereas it is proposed from now on to make every move count and to concentrate all energies upon the attainment of practical results.

The educational connection of this year with last belongs largely to an official document entitled "Transportation by Water in the United States," and its other title is "Census Bulletin No. 91."

Beginning in 1880, the story of the Mississippi river is told in several tables and diagrams. Although the Mississippi and its tributaries are put at the foot of the class on steam power used and on the cost of boats of all kinds over five tons burden, the tonnage of river boats is nearly double that of lake boats and nearly five times as great as that of all vessels in the Pacific coast trade, including Alaska.

The gross income from all business done on the rivers is now \$17,342,000 annually at this latest report, which shows a actual increase of \$1,611,000 in the 17 years which are supposed to have introduced the worst fall of river business. As this gross amount of cash is taken in with the use of 935 more men now than 17 years ago, and with wages for both periods figuring between \$5,000,000 and \$6,000,000 a year, it seems that somebody ought to be making more money now on the rivers than in 1889. The same table also shows an actual increase in the number of passengers carried annually from 10,858,000 to 14,122,000.

It shows the total value of all river craft increasing from \$3,364,000 to \$4,411,000 in 17 years. This is exclusive of the increasing fleets of small motor craft, which, as they are multiplying at every city wharf, are prophetic of

## A "Moving Picture" of an American Becoming a British Citizen

CAPT. S. F. CODY, the American aviator, who for several years has conducted the British army aeromantic experiments, could not fly one day at Doncaster and so he put leisure to use by providing the race spectators a "moving picture" of an American becoming an English citizen.

The town clerk of Doncaster arrived at the course in the morning and informed Cody that his naturalization papers had arrived, whereupon an impromptu ceremony was conducted outside the aviation shed in the presence of a crowd of airship men, reporters and spectators generally.

After he had signed the papers, in the performance of which duty he had used the town clerk's back as an improvised desk, Cody repeated in a ringing voice the oath of allegiance to the British sovereign.

A brass band heralded the arrival of a new Britisher with a noisy performance of "God Save the King," while Cody, bareheaded, stood stiffly at a military salute. The crowd then burst into cheers and there were resounding shouts of "Bravo, Cody!" The French aviators were especially excited and yelled "Vive Cody!"

Cody showed his appreciation of his new honor by seizing the hand of his nearest new countryman and saying: "I am pleased and honored to be one of you."

When somebody called for a speech Cody said: "No, this is too solemn an event for show talk." Then catching a glimpse of the stars and stripes floating over his shed, he said with some emotion: "While I am proud to be an Englishman I am no less proud of the country that gave me birth. I won't haul down old glory. She can stay up."

## CHANGES TO COME, PERHAPS GREATER THAN THOSE WHICH HAVE ALREADY TAKEN PLACE.

The craft of all kinds used to move coal and other heavy freight in the local business of river cities and towns, will increase the tonnage of vessels, adding also those which belong to railway terminal business. Taking everything of this kind into the totals of increases for river transportation, the rivers are shown getting new business fast instead of going out of business.

## COST OF LIGHTS IS FIGURED OUT

Leon Gaster recently made some interesting comparisons between the costs of producing various illuminants, says the Ironmonger. His figures are for England. The cost of obtaining 1000 candle-power hours was taken as a basis, using different means of converting the energy into light, and assuming the price of gas to be 60 cents a thousand cubic feet, electricity 8 cents a kilowatt hour, carbide 6 cents a pound, gasoline 28 cents a gallon and kerosene 14 cents a gallon.

The cheapest light is obtained with the electric flame (2 cents), closely followed by high pressure gas and incandescent high pressure oil (each 2.5 cents), while the most expensive is the carbon filament incandescent lamp (29 cents), the batwing gas burner coming next (22 cents).

Turning to the illuminants most frequently met with one finds that the cost for the incandescent mantle burning low pressure gas is 6 cents, while the cheapest electric incandescent lamps are found to be the Helion (8 cents), Tungsten (10 cents), Osmium (12 cents), Tantalum (15 cents), Narnst (15 cents) and Metalized (17 cents), all of which cost far less than the carbon filament. It seems that under present conditions in England gas more than holds its own for domestic purposes.

## IRRIGATED LAND RETURNS A LARGE PROFIT TO OWNER

Although still in its infancy, the fruit-growing industry of the Northwest, where land is irrigated for the purpose, promises great results for those engaged in it. Considerable interest is manifesting itself among Eastern capitalists in the fruit-growing section of the Columbia river valley in the state of Washington.

Last year a company was formed of Eastern and Western capitalists for the purpose of acquiring the 35-mile irrigating canal which was built by the Northern Pacific Railway Company five years ago at a cost of approximately \$450,000, and 14,000 acres of land, on which the new company is constructing ditches to irrigate from the main canal.

The rapid and steady rise in value of irrigated lands in this valley has been phenomenal, and a yearly return of 100 per cent and over on the capital invested is of frequent occurrence, and a yearly crop as certain as the passing of the seasons.

Owing to climatic conditions, fruit is marketed in this section as early as in California, while it has a much better flavor than that raised in California. The limited area suitable for fruit-raising makes an entrance into this line of business more expensive than it was in its inception a few years ago. Scarcely any land suitable for the profitable raising of apples, pears and peaches can be secured in its raw state for less than

\$300 to \$400 per acre, and in certain districts as high as \$1000, and when under a high state of cultivation (which takes from three to five years) readily sells from \$3000 to \$5000 per acre, with a yearly crop of from \$1000 to \$2000 per acre.

The soil is volcanic ash and decomposed basaltic rock, being light loose and porous, and from 5 to 20 feet deep. Its surface is a gentle slope, lending itself admirably to the process of irrigation.

### LARGEST ROOM IN THE WORLD.

The largest room in the world under one roof and unbroken by pillars is in St. Petersburg. It is 620 feet long by 150 wide. It is used for a drill shed and a whole battalion can maneuver in it. The roof is a single arch of iron.

### EMIGRATION FROM BRITAIN.

During the first seven months of this year 70,000 people left the United Kingdom for North America.

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## The A 'obiography of HENRY M. STANLEY

EDITED BY LADY STANLEY.

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## ALBERTA HORSES GAIN DISTINCTION

CALGARY, Alberta—Prof. W. L. Carlyle, who acted as judge of heavy horses at the Alaska-Yukon exposition, and who has held chairs in the agricultural colleges of Iowa and Colorado, declares himself profoundly impressed with the superiority of the horses raised in Alberta, particularly of the Percheron class.

The visit of Professor Carlyle resulted from the exhibit of these horses at the Seattle fair, which were accorded the highest place, and he came to visit the ranches here. He declares that while there are places where as fine Percherons may be seen, there is no place in the world where they can be seen in such numbers as in Alberta.

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Manufactured by Houston Brush Company, Houston, Texas

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## SAN JOSE SITUATED IN MIDST OF SPLENDID FRUIT REGION

Metropolis of the Santa Clara Valley in California, a Thriving City and a Place of great Attractiveness to the Tourists from the East.

SAN JOSE, Cal.—In the midst of the fertile and beautiful Santa Clara valley, with its 100 square miles of orchards, one of the best fruit-growing regions of the Golden State is situated San Jose, the county seat of Santa Clara county and the metropolis of the valley. It is one of the pleasantest of California's thriving cities, and is one of the points sought by Eastern tourists, who revel in the natural beauties in which the place abounds.

The city is situated on the Guadalupe river, 48 miles southeast of San Francisco, and among other attractions is noted for its beautiful gardens. As the chief business center of the famous Santa Clara fruit region, it is the site of extensive fruit-growing and packing interests, numbering among its activities also various manufacturing industries, among them the making of fruit packing machines, wind mills and leather.

Palatial hotels increase the attractiveness of the place to the traveler and sojourner. Among the points of interest is the mineral spring, situated in the outskirts of the city. A state normal school, the University of the Pacific and

a number of other educational institutions are situated here.

The great attraction that San Jose offers, however, is the 25-mile trip up Mt. Hamilton, on which is situated the great Lick observatory. This mountain, which is a prominent peak of the coast range, is 4200 feet in height, and the trip, which is a panoramic one, is made by stage over a serpentine drive, each level of which reveals new beauties of the valley, bringing into sight orchards—peach, plum and prune—in various stages of blossoming, or fruit formation. The observatory, with its costly instruments, among them the famous great Lick telescope, itself repays the effort of the trip. The scenery at the summit is wild and rugged, but full of picturesqueness, and the situation commands a view for an incredible distance.

By far the greater part of the prunes that are raised on the continent grow in the Santa Clara valley, in the vicinity of San Jose, and the character of the homes that constitute the greater part of the city and the amplitude of the grounds that surround them proclaim it a city of almost unbounded prosperity. The census of 1900 gave the population as 21,500, but at the present time it is undoubtedly far greater than that.

## RUSTIC WONDERS IN NIAGARA GLEN

Scenic Spot Near Rapids That Usually Passes Unobserved by Visitors Is Described as Place of Beauty.

Niagara river has many wonderful places along its course of 36 miles, the greatest of which is the wonderful cataract, but there is one place so unlike any of the other attractions that it is sure to contain surprises for one's first visit, says the New Orleans Times-Democrat.

Riding along the Canadian side from Niagara Falls to Queenstown on the trolley the conductor will call out "Niagara Glen," but the tourist will see nothing but a couple of rustic benches and a souvenir stand and think it not worth while to stop. But do so, by all means, if one has the time, for many

wonderful and beautiful places are not taken in at a glance. This glen, is sometimes known as "Foster's Flats," is just below the whirlpool. The car leaves you at simply a path in a wooded strip of land, but follow this path until a stairway is reached. Down this wooden staircase brings one into a different world.

Many paths running in all directions soon spread out before you, but if strange and without a guide take the path to the right at first landing. This is a long walk about a third way down the bank, but it carries you under and around some wonderful cliffs, jagged and somewhat overhanging; but follow on and after a descent of several feet you are at the upper end of the glen. At this point is a bay formed by the land which comprises the glen.

The sight at this point is wonderful, looking up the river toward the whirlpool—the swift, rushing stream with magnificent tree-covered banks—and at the end of the afternoon the sunlight effect helps to form a most wonderful picture appreciated only when seen. There are many by-paths in this glen and it is quite necessary to keep track of yourself or you cannot find your way out easily.

## TRAINED DOGS OF ALASKA ARE EAGER FOR THEIR WORK

NOME, Alaska—Few who live in the city realize what a part the trained dogs play in the life of the cold northern regions. Dogs are the only means of transportation for men and women, as well as for merchandise. Without the faithful dog man could not exist in these rigorous climates. On the sledges drawn by the dogs come in the provisions to sustain life. On these same sledges the faithful animals carry the mails.

It is quite an art to train a dog as a leader, and of course the staff has to be there, else the result must be unsatisfactory. The dogs enjoy their work and show a specially keen zest for the races. They come to the harness when called and so eager are they to go that they would dash and hopelessly wreck the sleigh were it not chained until the moment for departure arrives.

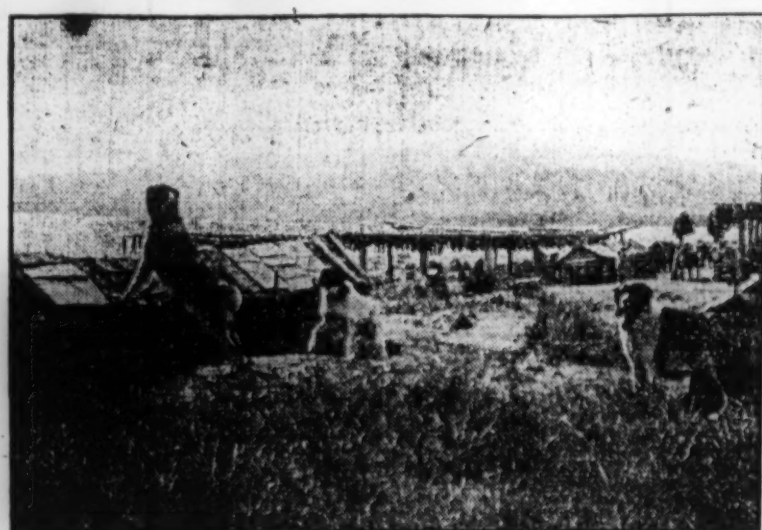
Anyone who visits Alaska and watches the dogs and studies their ways will soon be disabused of any prejudices he may have entertained on the subject of cruelty to these animals. They know their work and they love to do it. They take a joy in the exercise of their overhanging vitality.

Large prizes are offered in some of the races in which these dogs take part. A



ZIP COON  
Alaskan dog, one year old, at Carson kennels, being trained for a leader.

recent all-Alaska sweepstake race was for a purse of \$8000 and a silver cup.



LIVELY ALASKAN DOGS  
Animals at the Carson kennels, Morton Bay. Puppies sell at from \$50 per head upward.

**LONDON'S UMBRELLA MARKET.**  
It is said that about 4,000,000 umbrellas are used in London each year and that a large share of them are made outside of England.

**AFRICAN RAILROADS EXPAND.**  
LONDON—With the completion of the Benguela railway, from the Zambezi to the Congo border, Rhodesia will have a service of 3,500 miles of railroads.

**PORTLAND IS THE "ROSE CITY."**  
Portland, Ore., is called "The Rose City." Her right to the title is borne out by the most perfect roses that are grown in the world, and every home has its rose garden.

**PARIS AERIAL SUPPLY STORE.**  
PARIS—Paris has a store devoted exclusively to the sale of the accessories of aerial flight.

## JOURNEY TO HOME OF WALTER SCOTT

The Great Writer Lived in Pleasant Country of Hills, Watered by the Gentle, Softly Winding Tweed.

Every part of Scotland may be called the possession of Walter Scott; but his, especially, is the pleasant country of hills and dales watered by the gentle, softly winding Tweed, writes Augusta Larned in London Christian Life.

Quiet and small-featured, it makes no powerful impression on the visitor until we remember that the poet took it into his heart and retouched it with a light not of the sun or of the moon. In a smooth-running wagonette, drawn by a speedy, light-footed horse, we passed over the four miles between Melrose and Abbotsford, straining our eyes constantly to catch sight of the roofs and gables of the house that for so many years has proved a magnet to all the world. Unlike other famous houses, it is a creation of the great man's mind from the foundation to the coping-stone; for Scott was his own architect, and has twined in all parts of the building touches of his individuality.

The house is a beautiful museum of rare objects and historical mementoes, all bearing on the bent of his genius, the interests of his work, the living and breathing spirit he has twined with his creations; and in such rich abundance are these tokens exhibited, you feel no other man has made a deeper impression on the objects among which he spent his days.

## WOMAN RAISES WINTER LETTUCE

"Last winter I kept my family supplied with fresh lettuce at a very slight cost in money and labor," a woman living in a suburb told a New York Sun reporter. "I began to sow the seeds in September and went right on sowing every four weeks until the middle of March."

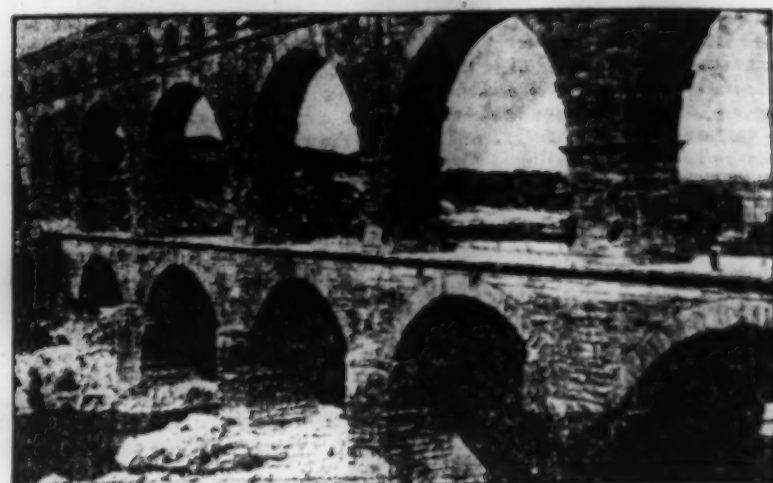
"The September sowing was in a two sash cold frame and was sufficient to last me until the middle of November. The November, December, January and February sowings were in flats in a little greenhouse which I run with a medium size oil stove. I did all the work myself and my family had the best lettuce and much more of it than we could have afforded to have bought in the market."

## USE OF FLOUR IN CHINA.

The use of flour upon a large scale as the food of the Chinese, depends upon its price as compared with rice, says the Baltimore Sun. With rice cheaper than flour for the same food value, the Chinese prefer rice.

## NIMES HAS ARCHAEOLOGICAL TREASURES OF GREAT WORTH

Besides Its Natural Charms. This Town in Southern France Possesses Some Wonderful Remains of the Roman Period of Control in the West.



OLD ROMAN AQUEDUCT.

This structure is over a river in southern France, and has the three tiers of solid masonry.

Nîmes, France—What a charming town this Nîmes is, with its beautiful wide and attractive streets, its picturesque parks, its rich surroundings of vine and olive clad hills and magnificent views of Alps and Pyrenees.

But more than these, it has within its bounds rich archaeological treasures, which, wonderful in themselves and in their remarkable state of preservation, take the mind back to the crowning period of Roman power and art. No town in France can show so many remains of the Roman period. Here is an amphitheater which, in spite of the ravages of Vandals and Visigoths, still preserves its magnificent proportions, and is used even now by the good people of Nîmes as a place for great public amusements. There is also the Maison Carree, a temple of the style of the Parthenon, with its 10 beautiful Corinthian columns in

the front portico, one of the finest monuments of the Roman period. It probably dates back to the time of the Antonines.

The baths, with the temple of Diana hid away in an ancient park with great trees, shrubs and flowers, its many columns, arches and moss-covered statuary, and everpresent music of falling and flowing water, possess the mind and cause the observer to dream dreams.

In the neighborhood of this town of southern France, some 15 miles away is the fragment of the aqueduct of the Pont du Gard, with its eight massive stone arches spanning a river gorge, and then 11 more lofty arches built above and extending farther back on each side, and above these and resting on them 35 more. And all this, extending from water springs away in the hills to the city, was built almost 2000 years ago, to convey pure water to the inhabitants.

## PEAT GAS MAKES ELECTRIC POWER

The peat electric station at Skabersjö, Sweden, which has been quietly worked more than five years, is supplied by a small bog of 37 acres, with peat averaging five feet in depth and in this source is estimated to have fuel for about 30 years, says the New Orleans States.

Working suction gas producers. The current is conducted two or three miles to Svedala and is there used for lighting the street and for power for several small industries.

The price to consumers is only about one-half cent per horsepower hour. It is the only byproduct saved, but the experiments now in progress at different places indicate that the sulphate of ammonia and other byproducts recovered is a somewhat larger station—one of a few thousand horsepower—will be so profitable that they will pay all expenses, leaving the entire power production as clear gain or a product costing nothing.

# THE FAMOUS SANTA CLARA VALLEY

## San Jose, California

### The Garden City

"The Home of Sunshine, Fruits and Flowers"

Is the happy title bestowed by Eastern tourists upon Santa Clara Valley, California, and the phrase is accurately descriptive of that beautiful valley, which, fronting the southern reach of the great San Francisco Bay, stretches southwesterly for nearly sixty miles, with a width of from ten to twenty miles. Sheltered between two picturesque mountain ranges, which protect it alike from the winds and fogs of the ocean and the excessive heat of the great interior valley of the state, the climate is as nearly perfect as that of any other section on earth, the temperature averaging 63 degrees in summer and 53 degrees in winter. Here, during the mild winter months, the valley's six millions of bearing fruit trees absorb the alternate sunshine and rains; here from March to May their white and pink blossoms fill the valley with beauty and fragrance; here during the summer season of mingled warmth and mild bay breezes the ripening fruit blends with the green foliage of the orchard landscape and here during the serene autumn the purple clusters in the gleaming vineyards of the foothills drink light and color from the generous sun.

Of prunes, apricots, peaches, plums, cherries and apples Santa Clara Valley exports annually 20,000,000 pounds fresh, 30,000,000 pounds canned, and 110,000,000 pounds dried. The value of the valley's fruit, grape and wine crop is \$12,000,000 yearly, in addition to which it ships annually two thousand tons of berries and vegetables; the asparagus crop is 3,000,000 pounds yearly; there is a large production of olives and olive oil; the most prolific seed farms in the world are located here; there is a large production of walnuts, almonds, lemons and figs, and oranges in the home gardens; and dairies and high-grade stock farms are quite numerous.

These varied productions attest the rich quality of the soil and the excellence of climate in this favored valley; and its situation is equally fortunate, the central city, San Jose (pronounced San Hoss), being only an hour away by rail from San Francisco and about two hours in time distant from Santa Cruz, Monterey and other seaside resorts. It is on the main overland Southern Pacific coast line, and several lines of this company radiate from it or pass through it. Four hundred miles of sprinkled roads in the valley make driving, wheeling and motoring a delight, while numerous roads through the picturesque Santa Cruz mountains, timbered with redwood, oak, madroño, laurel and maples, on the west, and through the Mt. Hamilton range on the east, with their wild flowers and shrubbery and running trout streams, make summer outings and recreation easily accessible to all.

### San Jose, "The Garden City."

According to the new directory just issued, has a population of 32,650, including the immediate suburb. It is a city of parks and ornamental trees of green lawns and blooming roses; of attractive public buildings, schools, churches, hotels and business blocks and handsome residences; the parent State Normal School and other efficient educational institutions are here; fourteen miles northerly is the Stanford University, with an endowment of \$50,000,000; twenty-eight miles easterly, connected by a broad highway, is the Lick Observatory, at an elevation of 4200 feet, one of the most completely equipped observatories in the world. The banks and stores are metropolitan in appearance and business methods. The city appropriates four daily papers. It is well lighted with electricity and has electric street cars and interurban lines, and has sixty miles of paved and graded streets. In the easterly foothills, seven miles away, it owns an extensive natural park—Alum Rock Park—embracing wooded canyons and streams and numerous mineral springs.

Besides several pretty villages there are in the valley eight flourishing towns of from 3000 to 6000 inhabitants, being Santa Clara, Los Gatos, Palo Alto, Gilroy, Mountain View, Mayfield, Morgan Hill, Campbell and Sunnyvale. Santa Clara Valley approaches very close to the ideal in climate, both winter and summer; its scenery is beguiling and inspiring, and the tourist to the West who fails to visit it misses one of the most charming and attractive sections of the entire Pacific coast; a valley of which Bayard Taylor, looking down upon it years ago from the western foothills, declared: "It is one of the three most beautiful valleys in the world."

**STULL & SONNIXSEN**  
Dry Goods, Cloaks and Suits

**BANK OF SAN JOSÉ**  
Established 1866  
WM. KNOX BEANS, President  
W. V. DINSMORE, Cashier

**GARDEN CITY BANK**  
and TRUST COMPANY  
S. B. HUNKINS, President  
A. E. WILDER, Cashier

**SPRING'S, Incorporated**  
Clothing and Furnishings  
Established 1865

**MADSEN FURNITURE COMPANY**  
Largest Furniture House in Santa Clara Valley

**S. G. WINCH**  
Books and Stationery  
Wholesale and Retail

**E. W. MAYNARD**  
Stationery, Magazines and Books

**HALE BROS. Inc.**  
Largest Dealers in Dry Goods in the West

**WILLIAMS' HAIR STORE**  
LATEST STYLES

**JOHNSON & TEMPLE**  
Real Estate and Investments

**J. E. FISHER**  
Real Estate and Investments

**C. C. MORSE & CO.**  
Largest Seed Growers and Dealers on the Coast

**T. S. Montgomery & Son**  
REAL ESTATE and INVESTMENTS

**Garden City Pottery Co.**  
Manufacturers of STONEWARE, FLOWER POTS, ETC.

**Golden Gate Packing Co.**  
2,000,000 Cans—Choice Selected Fruit

**F. O. Engstrom Company**  
BUILDERS and CONTRACTORS  
Average Annual Business...\$2,000,000.00

**HOTEL VENDOME**  
BEAUTIFULLY SITUATED  
Tourist and Family Hotel

**Chamber of Commerce, San Jose**  
For Information and Beautifully Illustrated Booklet of Valley



## Millions Saved to the Country by the Growing Of Lemons in California and Orchards Increasing

Methods of Raising and Shipping the Fruit—Great Assistance by the Department of Agriculture.

### FREIGHT RATE RAISE

HANFORD, Cal.—There are few people who know of the details of the vast and wonderful system under which citrus fruits are grown and marketed, and who realize what the enormous crops in southern California really mean, and there are comparatively few, also, who know that the citrus fruit culture in this state is the most highly organized single branch of horticultural industry in the entire country. During the season just closing to the growers, shippers and transportation companies, the crop will pay the enormous sum of \$35,000,000.

Not many years ago, when all the lemons consumed in the United States came from abroad, the price of them was four or five times what it has been of late years. Ten or twelve dollars a box was then not unusual, whereas a common price now is from \$1.50 to \$4.00 a box, and for much better quality of fruit than was furnished by the importers.

About 15 years ago many Californians, deluded by the high price then prevailing, entered upon the business of growing lemons—an experiment at the time, but which proved successful so far as growing them was concerned.

In the course of a few years, and as soon as their orchards came into bearing, the California lemons invaded the markets of the East in competition with the foreign product, and the price of lemons soon went down to the low rate they have borne ever since. This movement of California certainly saved the people of this country many million dollars which otherwise would have gone into the pockets of the importers and foreign producers of lemons.

An average lemon tree will produce about 8000 lemons, and at present with only about 12,000 acres of lemons, southern California is only supplying about 35 per cent. of the demand. To supply the entire demand it will be necessary to have about 28,000 acres, which will mean an expenditure of more than \$10,000,000.

A preliminary study of the situation has developed the fact that lemons come on the market with widely differing histories.



HANFORD, CHIEF TOWN OF KING'S COUNTY, CAL.

One of the most enterprising and prosperous places in the San Joaquin valley and among the towns in the new citrus belt.

(1) Some are sufficiently colored when they are picked from the tree and are shipped to the market quickly as possible. The "tree-ripe" lemons are usually segregated and go on the market as inferior fruit.

(2) "Sweetened fruit" is picked green when the proper diameter is reached, and colored rapidly by storage in moist, tight, sweat rooms or sweating tents in which a high temperature is maintained, usually by means of oil stoves burning in the rooms with the lemons, or in a cellar-like room below the fruit, and separated from the storage room by slatted floors. Sweating is usually resorted to when the price of lemons is high and a rapid marketing of the crop is desired.

(3) By far the larger part of the lemon crop is picked when the desired diameter of the fruit is reached, and this is colored by low temperatures in the packing-houses. In some places where the water loss from the fruit is likely to be relatively easy to control, an open floor covered by a roof is sufficient for a permanent storage structure. To secure uniformity of conditions with even greater ease, some growers have made use of cellars under houses. Lemons colored by this slow "curing" process may remain in tents or cellars as long as six months or more if market conditions require it, but usually fruit is marketed much sooner. Size is not the only factor which determines the weight, much depending upon the rind, quantity of juice, and general solidity of the fruit. The most desirable sizes of lemons average 300 to 360 to the box. The juice constitutes from 30 to 55 per cent. of the total weight of the lemon, varying to a considerable extent with the thickness of the rind and the general solidity of the fruit. In the "tree-ripe," "sinkers" and cured fruit the percentage is higher than in the green, newly picked lemon, for the reason

that the latter have more water in the rind.

The acidity of the lemon is considered by some to be an important factor in determining its keeping quality, it being asserted that lemons containing a higher percentage of citric acid resist decay for a longer period than lemons of a lower acid content.

After six years of work, experts of the United States department of agriculture have accomplished much toward the elimination of decay in shipping lemons. In fact the shippers testify that the mechanical decay has been lessened by three-fourths through the results attained. What this means to the citrus industry can be realized when it is stated that this decay, a few years ago, it is estimated, cost the fruit growers from \$1,000,000 to \$2,000,000 a year (including all citrus fruits). In other words, the experiments conducted by G. Howard Powell and his assistants of the department of agriculture are worth at least \$750,000 every year to the citrus industry of southern California.

The later and larger of the two pre-cooling packing houses in southern California is located at Pomona.

Pre-cooling as practiced at Pomona is a gradual process, taking about three days. The cool air is sent into the pre-cooling room at about 20 degrees above zero, and the fruit remains in the rooms until it is cooled to from 34 to 36 degrees.

On the main floor of the packing-house the lemons are weighed, washed or dry brushed, graded, wrapped, packed in boxes made on the premises and re-weighed with all the regular and systematic operation of a big meat packing establishment. The boxes of wrapped lemons are then put on a tramway for the floor below, and this passageway resembles a subway station with cars arriving con-

tinually at slow speed, and as the first rooms are filled, the switches are so adjusted as to deliver the boxes at the doors of other rooms.

The cooling-rooms look like immense safety-deposit vaults, and their heavy canvas-lined doors are kept barred, every precaution being taken to keep out the warm air. In one of these rooms boxes are piled with air spaces between. Across one end of the rooms are two ducts, one for bringing in cold air, and the other for returning the air warmed by the lemons back to the cool room. From the bunkers the cold air is forced through perforations in the false floor above the real floor, and the warmed air makes its exit from the room to the warm air duct through similar perforations cut in a false ceiling underneath the real ceiling.

When the fruit has been in the cooling rooms long enough to attain the required temperature of 35 degrees it is sent upstairs on a little elevator and conveyed to the cars where the boxes are placed on end two tiers high, the standard pack being 384 for the ordinary car, and 396 for the Pacific Fruit Express cars.

Fruit shippers in this section watch weather conditions over the eastern routes very closely, and during that portion of the year when cool weather prevails along the way, and only moderate temperature in California, the cooled fruit is sent clear through without icing. These cars are sent out with the ventilators closed. If they run into cold weather, or if there is a mild breeze, the ventilators are opened. If they experience warm weather the ventilators are closed. Leaving California this time of year, the cars go out closed, whether iced or not, but as soon as they get into higher altitudes the ventilators are opened and the cars go forward under standard ventilation.

Under the present railroad regulations a car which goes out without what is called the "initial icing" is not permitted to take on ice en route, unless full icing charges are paid to the railroads. However, pre-cooled fruit can, in ordinary weather, be sent through to New York or Boston with only the initial icing, while fruit not pre-cooled will take from three to six icings between Los Angeles and the eastern coast.

There are several advantages of the pre-cooling process, the first being a higher price commanded on arrival of the fruit in fine, solid and sweet condition; then the saving of icing en route, which more than offsets the price of pre-cooling; and lastly the possibility, in ordinary weather of loading a car in three tiers instead of two, making about 540 boxes to the car instead of 384, without increasing the tendency to decay, and then in hot weather loading them two tiers high and seven rows wide, which will make about 448 boxes to the car.

The duty on lemons has been increased a half cent a pound. The argument on which that increase was founded was that the cost of production in southern California was so much greater than the cost in Sicily, its chief competitor, and the ocean carriage was so low in compar-

## LOS ANGELES-LONG BEACH ROAD IS TO JOIN CITY AND SEA

Progress on New Boulevard Now Under Construction Eagerly Watched by Residents of Coast City.

### LINK IN BIG SYSTEM

LOS ANGELES, Cal.—This city is watching with interest the progress being made in building the Long Beach boulevard, one of the many links in the Los Angeles county highway system, which is to connect the city and the Pacific ocean.

It is believed now that the new road will not be delivered by the contractors until next March.

This is one of the few county boulevards that will connect with paved streets in Los Angeles, and, because of the charm of the scenery for most of its length, it promises to be among the most popular drives to the sea. At the same time it passes through a rich dairying and farming country and will be of great benefit to ranchers.

When the county highway commission began to award contracts for the many miles of roads that are to be built under the \$3,500,000 bond issue, the Oil Macadam Paving Company of Long Beach got busy and a few months ago received from Port Huron, Mich., an entire trainload of road-making machinery. The company bid on the Long Beach boulevard job and was awarded the contract.

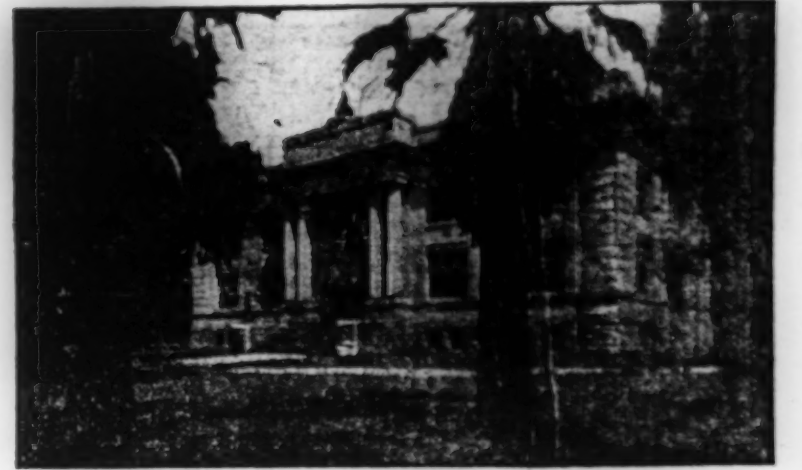
son with the freight rates paid from California to the Atlantic coast, that, unless the duty was increased, the domestic industry must perish. But southern California has yet to learn whether the increased duty was levied for the benefit of the railroads or the growers. Should conditions remain unchanged, the lemon growers will receive that half cent per pound Congress intended they should receive.

The railroad officials arbitrarily raised the freight rate on this commodity so that it nullifies the act of Congress. The question is a farther reaching one than a mere increase in freight rates.

It looks now that Congress benefited the railroads instead of the lemon growers in this advanced tariff—if the freight rate is enforced.

The great citrus industry of southern California is making itself felt as a very important factor in the commercial world.

## ART EXHIBITS IN CARNEGIE LIBRARY AT LONG BEACH, CAL.



CARNEGIE LIBRARY, LONG BEACH, CAL.

LOS ANGELES, Cal.—The recently completed Carnegie library at Long Beach contains a fine exhibition room, in which a series of art exhibits is planned for the coming year that will be of unusual interest. A group of paint-

ings coming from the Alaska-Yukon Pacific exposition has just been installed. The collection includes 16 oils from the Vase galleries of Boston, and a Corot, a Millet, a portrait of Sir Peter Lely and others of equal interest.

## TRAINS STALLED BY TREE LEAVES

KINGSTON, Ont.—Both the Kingston and Pembroke Railway and Bay of Quinte Railway trains were delayed at the cut on this side of Harrowsmith by the quantity of leaves which had fallen from the surrounding trees and buried the track. The trains were broken up in sections and brought safely through the cut. The K. and P. was delayed an hour and the B. of Q. 40 minutes by the phenomenon.

## CHICAGO FASTER TRAIN IS PUT ON

CHICAGO—The management of the Pennsylvania railroad recently has bettered its passenger service between Chicago and Cincinnati by putting a new fast train into commission, which cuts the previous best time between the two cities by 20 minutes. The new train leaves here at 9:30 a. m. and arrives in Cincinnati at 5:15 p. m.

**FRENCH MILLIONAIRES.**  
PARIS—There are only ten persons in France whose fortunes aggregate more than \$25,000,000; there are 100 who have \$2,000,000 or over; 6,000 who possess \$350,000 and less than 10,000 who own property valued at \$200,000.

**NUMBER OF POSTOFFICES.**  
WASHINGTON—At last report there were 61,153 postoffices in this country,

## VANCOUVER ROAD TO CHANGE ROUTE

Westminster-Yukon Line Announces Intention of Applying to Parliament for New Authority.

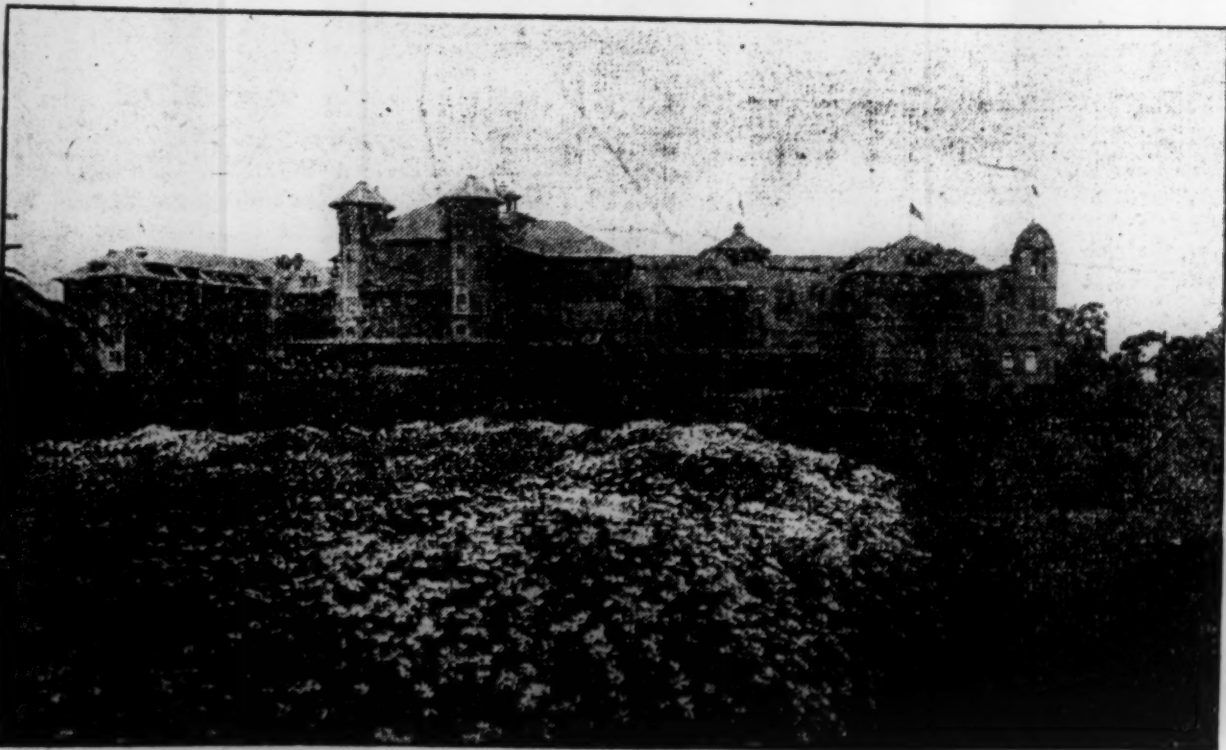
VANCOUVER, B. C.—A. E. Woods, managing director of the Vancouver, Westminster & Yukon Railway Company, announces that it is the intention of his company at the next session of Parliament to apply for the authority to change its route from Vancouver northward as previously filed, and to secure an extension of time for beginning construction until May, 1912, and for its completion until May, 1915.

The new route sought will be along the south bank of the Fraser from New Westminster towards the town of Hope, thence down the Coquihalla and Coldwater rivers into the Nicola and on to Kamloops, from whence it will proceed along the east side of the North Thompson river to Tete Jaune Cache, where connections will be made by its own branch line to Edmonton. The main line will then continue along the Fraser through central British Columbia towards some point on the Skeena river.

The original route from North Vancouver to Howe Sound, it is stated, will be retained. One reason given for this change of plan is the heavy construction which would be needed in certain sections of the route as previously surveyed.

# HOTEL POTTER

Santa Barbara, California



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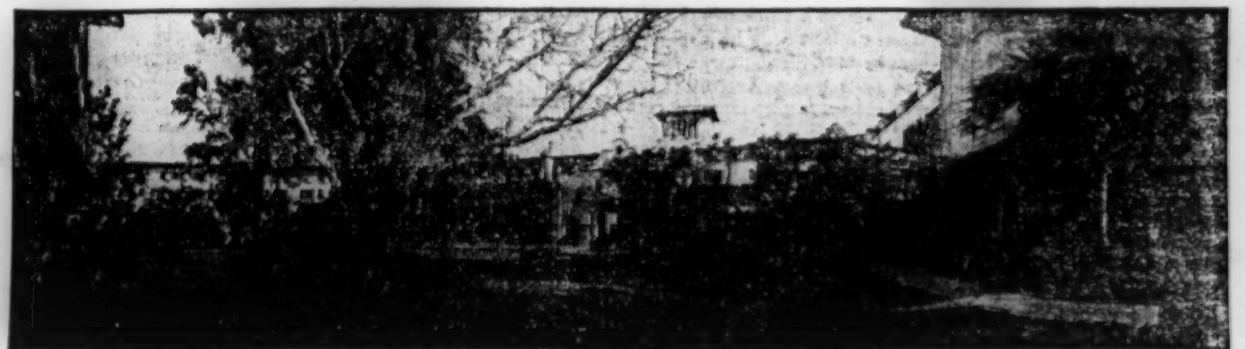
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Frank A. Miller, Master of the Inn



A hotel like unto which there is not another in the world. It is an Inn so completely idealized that it gives no suggestion of being a public house. Located in California's famed Riverside Valley, surrounded by twenty thousand acres of oranges. Where the birds sing and the flowers bloom all through the year.

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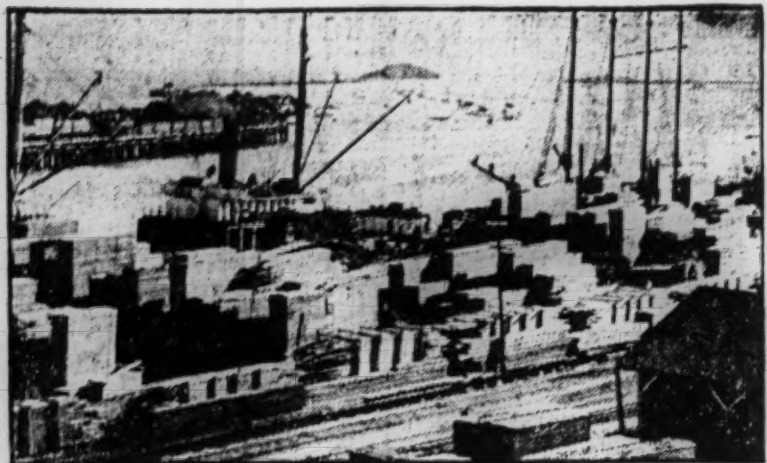
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THE GLENWOOD  
RIVERSIDE, CALIFORNIA





## SAN PEDRO IMPROVING HER HARBOR AT RAPID RATE



LOS ANGELES, Cal.—The immediate future promises much in the way of harbor development at San Pedro. One hundred and fifty acres of submerged land are being reclaimed by the Outer Harbor and Wharf Company. The big dredger is doing splendid work and will soon be moved into deeper water. It is

expected that the improvement will be far enough advanced to accommodate any vessel afloat on the Pacific ocean, and that within six months large freighters of the American Hawaiian steamship company which carry from 8000 to 12,000 tons, can dock here at any stage of the tide.

## CANADIAN PACIFIC TO ADD TO EMPRESS HOTEL, VICTORIA

VICTORIA, B. C.—An evidence of the growing popularity of Victoria with tourists is apparent in the decision of the Canadian Pacific railway to add a wing of 70 rooms to its hotel here. The Empress was erected a few years ago on the land overlooking the harbor which was donated to the company for this purpose by the city. The old wooden bridge was replaced by a fine stone

causeway and the filling in material pumped from the bottom of the harbor. The building is of brick with stone facings, and cost the company about \$1,000,000. It is magnificently appointed and is said to be the finest hotel of the C. P. R. system. It was at first thought to be too large for the purpose, but its patronage has grown so far beyond its capacity that this enlargement has been decided upon.

## HOBART COLLEGE SHOWS GROWTH

One of New York's Smaller Educational Institutions Located at Geneva Is Extending Its Influence.

GENEVA, N. Y.—Hobart College and its coordinated or affiliated woman's department, William Smith College, of this city are making noticeable strides toward a wider influence in the educational world.

This change is shown in the material advancement of the institution. Since the commencement of the present administration the funds of the college have increased \$600,000 in round numbers and the corporation of Hobart College now presides over property with an approximate valuation of \$1,250,000. The land directly included in the college property has been increased from 18 to 45 acres and within a decade the number of important college buildings has been doubled to say nothing of the important repairs to the old buildings.

It was on April 12, 1822, that the regents of the university of the state of New York approved a plan to raise the old Geneva Academy to college rank and granted a provisional charter to Geneva College. This charter was made permanent on Feb. 8, 1825. Instruction began in Geneva hall in 1822 and in 1826 the first class was graduated. Bishop John Henry Hobart was the chief agency in the movement, which extended over a period of 10 years before the college was finally chartered.

## IDAHO WILL HOLD PURE SEED SHOW

MOSCOW, Idaho.—The Idaho pure seed show and convention will be held at Caldwell Jan. 13 and 14, under the auspices of the Grange. Prof. R. E. Hyslop, of the University of Idaho, will superintend the technical features of the show.

## BRITISH COLUMBIA BOOMS.

The province of British Columbia is now receiving the attention of investors from eastern Canada, the United States and England, and with the further development of its rich resources of coal and other minerals, timber, etc., a boom is expected in its wealth and population.

## ELEVATORS MUCH NEEDED FOR THE GRAIN OF RUSSIA

Farmers Are Obligated to Sell Their Wheat Immediately After It Is Harvested, As There Is No Storage Room.

### TO PREVENT WASTE

It is predicted that when the farmers of Russia obtain for themselves the same advantages in the marketing of their grain as are enjoyed by American farmers that country will begin to enjoy a substantial prosperity. American enterprise is invited to see what can be done in the way of building grain elevators in Russia.

While passing through Russia to his post at Hobart, Tasmania, Consul Henry D. Baker noted a number of observations, among which was the need of greater facilities for the storage of grain and the possibility of such requirements being met by American capitalists and builders of elevators and mechanical appliances for elevators. Mr. Baker's report to the U. S. government is as follows:

In discussing the present Russian crop situation with a leading grain merchant in St. Petersburg, who is a large exporter of grain to England, he was asked if the Russian peasantry, who have raised this year one of the largest crops of wheat on record, would be inclined to hold some of their wheat, with the expectation of better prices in the future, or would they at once dispose of it.

It was explained to the Russian exporter that the position of the American farmer was now such that he felt independent when he harvested his grain, and he would not sell if he thought he would make a sacrifice by letting go at once, and furthermore, that this independence on the part of American farmers, aided by the facilities for storing wheat, tends to prevent undue depression in prices at the time of harvest. If the Russian farmers were in the same independent position, the present "bumper" crop might be sold without unduly weakening prices in the world's great markets.

The question brought a reply to the effect that not only is the Russian peasant, as a rule, too poor and deeply in debt to be able to hold the product of his harvest, but also the elevators of Russia have altogether too small capacity to hold a large crop like the one of this year, and if the crop were not promptly exported it would rot on the ground. The grain exporter said:

"I think that a great benefit could be wrought for Russia if those interested in the grain trade of the United States could visit Russia and invest money in elevators, and engage in storing, carrying, and selling of wheat and other grains on a big scale. The capital invested in such business in this country is far too inadequate. The farmers have not the advantage of a great institution like your Chicago board of trade, where there is an active market and quotations established which are public property, and also where you have splendid facilities for trading in the warehouse receipts and the like. The farmers in Russia are at the mercy of a few cash buyers, who are afraid to purchase large lots because of the difficulties in storage and of freight transit.

"Moreover, most farmers are quite ignorant of what constitutes a fair price for their products. There may be a big 'boom' in wheat at Chicago, but our peasants, as a rule, know nothing of any such movements in the world's markets, and this year, as always, they will sell their wheat as soon as they can for whatever it will bring."

It was suggested that the increasing use of American agricultural machinery, which prevents much waste, and also the opening up of Siberia is increasing the average grain production of Russia, and the need of better facilities for storing and marketing the grain is therefore becoming greater. It is believed that twice as much wheat, at least, in comparison with last year, will be exported from Russia this season, and it will all be shipped in haste. St. Petersburg has insufficient elevator service, yet the other Russian ports are far worse off. The largest elevator in the capital has been built by an English engineer.

## CHEDDAR GORGE TO BE RESERVED

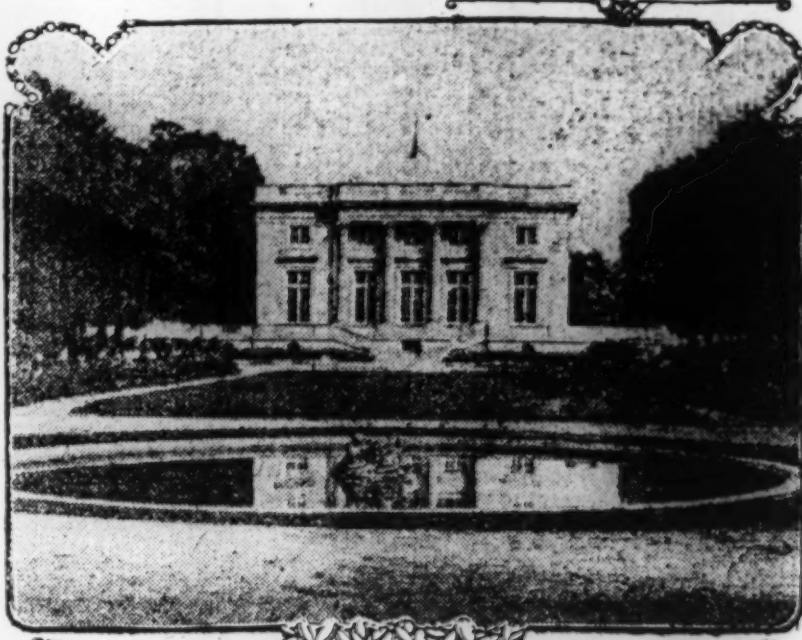
Cheddar gorge has been purchased for the nation by the National Society for the Preservation of Places of Interest, says the London Christian World. Its magnificent rocks were being gradually quarried away, and in the midst of its rugged grandeur the tourist was startled to light upon smoking engines and rattling rail-trucks. But now that the nation has bought back its own, we may look for an awakening of interest in this, one of the finest pieces of scenery in the country.

## CHICAGO LIBRARY MAN IS ADVANCED

CHICAGO—Carl B. Roden, who was appointed assistant librarian of the Chicago public library recently at a salary of \$3300 a year, has been an employee at the library for 22 years. For the last 10 years he has been head of the catalogue department. For several months he was acting librarian after the resignation of Librarian Hild.

## Some Well-Known California Firms

### Huntington Hall



A Queen's Palace the Model for a Girls' School, Pasadena, California.

La Petit Trianon, the famous chateau where Marie Antoinette sought simplicity of living, will be faithfully reproduced in the new building of Huntington Hall. This classic structure, with its formal "Italian Garden," the Dairy and "Temple of Love," copied from the grounds of this historic chateau, will have a magnificent setting of twenty-one acres of ground, just north of the Raymond Hotel, at the gateway of the "Crown City."

La Petit Trianon spelled simplicity for royalty; Huntington Hall spells simplicity and scholarship for the modern girl. Huntington Hall is an Eastern school in the West, whose instructors are graduates of Eastern Colleges and have added experience in study abroad.

A special course prepares students for European travel, tours being conducted each summer by the principal. Huntington Hall is accredited to Eastern Colleges and California Universities. An atmosphere of culture and refinement pervades the home, while the best in music, art, the languages, ethical and physical culture, is afforded at this ideal boarding and day school, where the fine climate of California gives zest to learning. Reference: Judge John D. Works, Los Angeles, Cal. Inquiry: MISS FLORENCE HOUSEL, Principal, 1111 S. Main st., Los Angeles, California.

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## ANTIQUE GLASS EASILY CLEANED

Antique glass which does not require mending but is dim and lusterless may be made to shine and sparkle once more if it is washed in water to which a little ammonia has been added, says the London Standard.

Soapbuds spell ruin to crystal ware, while drying it with a duster only serves to dim it still more. After having rinsed and left it to soak in ammonia water, using a soft brush if the glass is cut into facets and the dirt has caught in the squares, the article should be placed in a box and covered with sawdust.

After an hour it will be found that the wood dust has dried the glass and given it a bright luster.

## OKANAGAN TRACT TO BE IRRIGATED

VERNON, B. C.—A step forward in the development of the Okanagan country is expected in consequence of the purchase by a Vancouver concern of some large tracts of land in the Cherry creek region and on Okanagan lake. The latter consists of the Beau Park ranch, formerly owned by the Earl of Aberdeen, which is one of the finest properties in the Okanagan.

It is the intention to irrigate the land by means of flumes and ditches, the work on which has already begun. The company is endeavoring to establish a colony of Dunkards from the state of Washington in the Cherry creek district. A number of the sect have already located there.

## Chinese Jade Jewelry

A Gift of True Elegance

Our collection of Chinese Jade is confined entirely to perfect, clear, deep green gems of rarest beauty and quality. All the mountings are of pure gold—24 karat fine—made by skilled Chinese goldsmiths under our own supervision.

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We invite you to come and see our interesting display of Jade jewelry—or write for our booklet "Jade."

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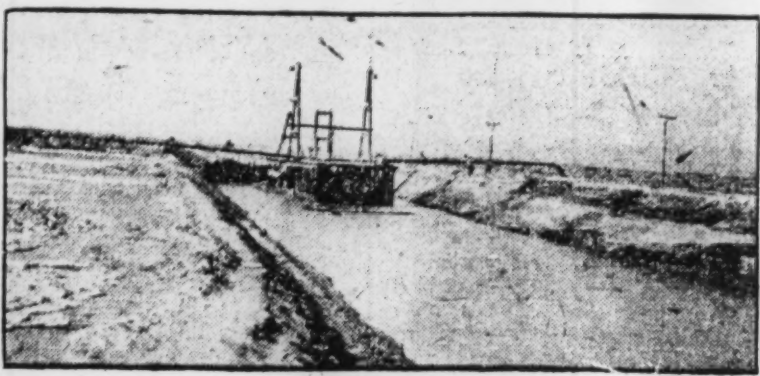


## Rush Los Angeles Aqueduct a Mile Each Week

LOS ANGELES, Cal.—With 6000 men at work, Los Angeles is making progress at the rate of more than a mile per week pushing its aqueduct across the 200 miles or more of country which it is necessary to cover in order to secure the water supply essential to meet the needs of growing Los Angeles.

This aqueduct, which is the most extensive project in water supply engineering in this country, was made necessary by the inadequacy of the Los Angeles river to supply the needs of the city.

The intake is to be 40 miles above Owens lake, on the east side of the Sierra Nevada mountains, and the reservoir capacity will be 370,000 acre feet. Much of the construction work is across the sands of the Mojave desert. There are to be 40 miles of tunnel and 140 miles of cement conduit reinforced with steel.



WORK ON NEW WATER SYSTEM IN CALIFORNIA. Upper picture shows a dredge deepening part of completed channel. Lower view presents excavation work across the plains.

## PARIS COOPERATIVE DEPARTMENT STORE LARGEST IN WORLD

American Women Visiting France Find the "Bon Marche" One of the Most Interesting Sightings.

### IT HELPS WORKERS

PARIS—No other spot in Paris is of more interest to the American woman visitor than the Bon Marche, which is credited with being the largest department store in the world. Last year the sales of this store reached nearly \$43,500,000.

The society or association which owns the Bon Marche comprises nearly 3000 persons. The employees reverse the usual order by selecting the managers, and the by-laws require that these shall be men who have worked in humbler capacities in the store. To the extent that, in order to be a stockholder, one must be an employee and that every employee has the privilege of buying stock, the institution is conducted on a co-operative basis.

The company has a habit of giving houses to its employees, whether they are stockholders or not. To encourage economy, it maintains a savings fund for its clerks. It serves luncheon to every employee every working day, free of charge. It maintains educational classes, conducted at night, which every clerk is privileged to attend, without cost, and rewards the students whose work is most meritorious. It provides a home for women and girl clerks whom employment brings from the country districts. And finally, it promises every employee that after he has served a given number of years he shall receive a pension.

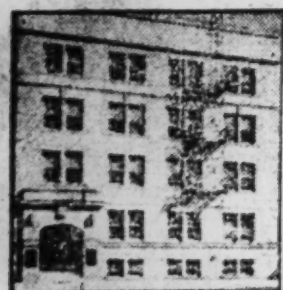
The inception and the establishment on a practical basis of a majority of these measures which contribute to the well-being of the 6500 employees were due largely to the genius and the generosity of a woman, Mme. Marguerite Boucicaut. She carried to even greater lengths than he had contemplated the plans laid by her husband, Aristide Boucicaut, the original founder of the business.

Not long ago, 250 young men and women went from Paris to Geneva to compete as a chorus in a singing festival there. All were employees of the Bon Marche and pupils in its vocal classes. The entire cost of the trip was defrayed by the store. Similar choruses have won several prizes in various competitions.

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THE MONITOR IS THE  
PAPER FOR THE HOME

## WOMAN SUCCEEDS IN BOOK TRADE

Miss Carro H. Clark, the only woman book publisher in the world, has made a remarkable success since the very beginning of this enterprise, says the Chicago Daily Journal.

From a little village in Maine she went to Boston a few years ago, her only assets being a good education, splendid courage and plenty of enthusiasm.

Her first business venture was in keeping a small book and stationery store, but her advent into the publishing business was one of those sudden inspirations which later spell success.

Reading the manuscript of Mr. Pliginsk's "Quincy Adams Sawyer," she immediately offered to bring out the book on her own responsibility. This venture was a big success, as the many others which have followed have been.

## GIVES BIG BOARD TO LOS ANGELES

The E. K. Wood Lumber Company presented a huge redwood board to the Chamber of Commerce recently, which shows the kind of timber that is grown in the forests of California, says the Los Angeles Times.

The board is 20 feet long, six feet wide and three inches thick. It was sawed from one piece of heavy timber, which was brought to San Pedro in a lumber schooner.

One could build a house with a few dozen boards like this. The wood is easily worked, and when finished presents a beautiful appearance. It is a favorite with carpenters, on account of its softness, and it admirably meets the requirements of this climate.

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## Some Well-Known Los Angeles Business Men

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## Business Integrity

To those living in Los Angeles or contemplating a visit to this city, we extend greetings.

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TO THOSE desiring information relative to Los Angeles city property, California ranch lands or orange groves, we offer our services and will give all authentic information available.

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## GREAT ACTIVITY MANIFEST IN LOS ANGELES REAL ESTATE

Past Month Ahead of Any Other in the Year in Some Sections—Building Operations Unusually Brisk—Notable Colonial Residence on San Rafael Heights.

Real estate conditions in Los Angeles are very favorable to the man who is able to buy now for cash. Shrewd investors are taking advantage of the situation, and are securing bargains which a few months hence it would be impossible to duplicate.

There is a general activity all along the line. More lots were sold in the West Jefferson and Seventh avenue tract in October than in any month this year. In the Arlington Heights terrace tract, 40 lots were recently sold for a total of \$38,000.

In the El Campo tract, G. H. Force has purchased five acres for \$7,500, and will plant it with orange trees.

In Manchester Heights, considerable activity is reported. Bungalow lots at Vermont avenue square have been sold at prices ranging from \$850 to \$925. Plans for a new \$45,000 apartment house have been prepared by the Empire Building Company.

In Oxford square there has been a good demand for lots. The new district west of the city shows a marked increase in real estate activity as a result of annexation.

Oxford square has been laid out with much taste and, with its shade and ornamental trees, its broad parkings covered with flowers, and with the introduction of modern conveniences, it will be an exceedingly attractive residence district.

An unusual number of sales are also reported from Moneta avenue square.

A colonial residence to cost about \$25,000 is to be located on San Rafael Heights, near Pasadena, for H. W. Bailey. With its broad, old-fashioned clapboards, painted white, its green blinds, its shingled roof, and its two-story columned porch in front, it will present a decidedly distinguished appearance.

A feature of the house will be a large stairway of genuine mahogany.

The location, just above the California street bridge and overlooking the Pasadena valley, is a commanding one.

Additions to and alterations of the Westlake park school for girls, are also in progress. The Hudson district is to have a fine new grammar school building of the mission type of architecture. The building is to be erected on an elevated tract of land overlooking the town of La Puente and the valley for many miles around.

These are but sample instances showing that we are about entering a period

of great building activity. One dealer recently reported immediate transactions totaling \$120,000.

Inglewood and Vermont avenue square show decided growth. In Oneonta park an artistic 10-room residence of rustic design, is being built for A. G. Wilkens.

It is also interesting to record a monthly rental of \$90 for a space 15 feet square and practically covered by an umbrella. This space is on a vacant lot at the northwest corner of Broadway and Eighth street, and is rented and used by a fruit dealer.

Fortunate are those who have the discernment and the means to obtain Los Angeles property at present prices, for it seems certain that they are destined to ride on the crest of a wave of unusual prosperity and activity.

## LARGEST ENGINES ORDERED BY WEST

Southern Pacific Road Spends Seven Hundred Thousand Dollars for Freight Locomotives.

LOS ANGELES, Cal.—At an expense of \$700,000, the Southern Pacific railroad is having built in the East 21 Mallet compound locomotives, to be used in hauling freight trains between Sacramento and Truckee.

Two of a similar type are now in use, and have proven so successful that more have been ordered. They are the largest locomotives in the world, and each one can do the work of any other two freight engines ever constructed.

The engine is an oil-burner and weighs 600,000 pounds, including the tender, which carries 9000 gallons of water and 2250 gallons of oil. The wheel base is 83 ft. 6 in.; length over all, 93 ft. 6 in.; driving wheel base, 29 ft. 4 in.; grate area, 64.4 ft.; heating surface, 6393 sq. ft.; firebox width, 79.25 in., and length, 126 in.; boiler diameter, 84 in.; cylinders, 26 and 40 in.; weight on drivers, 300,000 pounds.

The officials state these 23 Mallet engines are expected to properly handle freight across the mountains until the road is ready to spend \$10,000,000 in boring a 36,000-foot tunnel in order to get a low-grade line.

## Beaumont Valley of Southern California Very Inviting to the Home Seeker and the Fruit Grower

High Rows of Roses Form the Dividing Line Between Estates in Not a Few Instances in That Region.

### FINE MARKETS NEAR

LOS ANGELES, Cal.—In the harmony of Southern California's great agricultural symphony, water is the keynote, soil the theme and elevation the variation.

The phenomenal development from wild semi-arid lands to highly cultivated orchards is one of the great feats of farming and orcharding.

What has already been accomplished is only a guide post pointing the way to others for far greater achievement—the present orchards and gardens are as blazed trails showing the way into this promised land.

Southern California presents one of the most alluring situations to the homeseeker. Here the conditions as to water vary slightly from the more strictly national irrigation districts. Nearly all of the best sections are now supplied by well-defined systems, many of which are ideal in plan and scope.

The versatility of Southern California is best shown in the variety of its products and the perfection of growth and generous yield attained. The remarkable climatic flexibility of Southern California enables it to produce, within say 100 miles of Los Angeles, almost every fruit and soil product common to any section of the United States. Elevations to a large extent control this condition, thus it has its orange, lemon, walnut, vegetable and deciduous fruit sections.

Much has been written about its orange and lemon culture, until many are of the opinion that deciduous fruits, that is apples, peaches, cherries, pears, etc., are of smaller consequence; then, too, the development of deciduous fruit culture has been more recent.

Every hillside, no matter how steep, and every mesa, no matter how high above sea level, can, when reached with irrigation water, be made to yield sweet and delicious fruits. The valleys and adjoining foothill sections are the orange lands (where the section is adapted to citrus culture), while the districts which are of extreme elevation, with the crispness of its mountain air, are the deciduous districts.

Perhaps one of the most unique and highly promising districts of Southern



BEAUMONT VALLEY ENGLISH WALNUT TREE  
Last year the yield of this tree, in an irrigated district, was \$14.60 worth of walnuts.

California today is the beautiful section back of Banning, and centering in, or near, Beaumont valley. For environment, it has the wealthy orange sections of Riverside, Redlands, Pomona and other places at its feet, while high above and closer to the snow caps of San Geronimo, Old Baldy and others of the San Bernardino range of mountains, lies this newer deciduous fruit section.

Recent development in these mountain valleys has brought this district into prominence. Lands which before were fit only for grain and pasture, under irrigation are now being brought into rich apple, cherry, peach and pear cultivation.

There is one great attractiveness in deciduous fruit culture on the high elevations of this land of the orange—no fear from frosts, the keen crispness of winter imparting piquancy of flavor and richness to the fiber of the fruit. Another, and perhaps only slightly less important consideration, too, is the necessity of a restricted supply of water for irrigation.

The elevation of this new deciduous section varies from 2556 at Beaumont section to 5000 feet in the more extreme places; perhaps a fair average elevation might be 3000 to 3200 feet above sea level, and here on these smiling mountain mesa and valleys grow the choicest apples, pears, cherries, peaches, etc.

The market for Southern California's fruit product is growing by leaps and bounds. With the supremacy of Los Angeles as the commercial center for Arizona, New Mexico, Western Texas and Nevada, a nearby demand has sprung up for every pound of its deciduous and vegetable yield. Prices are always top notch because of the long carriage, to import these products from other regions, north and east.

Natural location has isolated these Southern California deciduous fruit sec-

tions and the barrier of distance to the orchards of the northwest and east gives them an unrestricted home market; the citrus sections want the apple, cherry, etc., and the deciduous districts want the orange, lemon, etc.

In many sections the division lines of acreage are becoming long hedge rows of roses and other decorative plants. Here a country estate of as small as five acres may be made to yield an income as well as produce contentment and administer to the esthetic taste of its owner. Here may be found that Elysian land of delight, "flowing with milk and honey,"—the land of the afternoon. It holds a welcome to all who will partake of its hospitality.

## BRITISH COLUMBIA INDUSTRIES GROW

NEW WESTMINSTER, B. C.—The rapid increase in industrial plants throughout British Columbia is apparent in the figures given out by the provincial boiler inspector, who states that less than 10 years ago 1000 engines were sufficient for the needs of the province, while today there are over 4000 certificated engineers holding positions, with a large number of applicants for examination.

### METHODISTS TO AID MISSIONS.

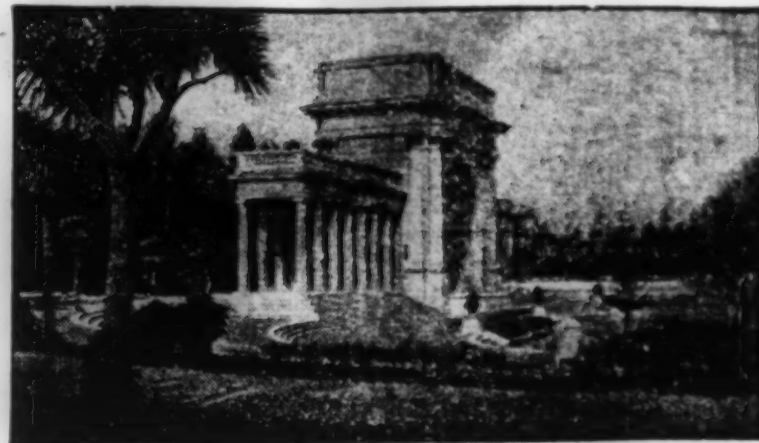
Nearly 210,000 coin cards have been sent out this year by the young people's missionary department of the Methodists in furtherance of a plan to promote small giving in Sunday schools.

### INDUSTRY AT FLOUR CITY.

MINNEAPOLIS—The flour mills of Minneapolis grind 120,000,000 bushels of wheat every year.

## SAN FRANCISCO HAS MUSIC STAND OF CLASSIC DESIGN

In Beautiful Golden Gate Park Its People May Listen to the Harmonious Strains Surrounded by Trees and Flowers, Where Formerly Was Only Sand.



MUSIC STAND IN GOLDEN GATE PARK, SAN FRANCISCO.

SAN FRANCISCO—Originally a tract of bare sand dunes, Golden Gate park of San Francisco has come to justify the picture of romantic and luxuriant beauty which its name would seem to indicate. Covering an area of 1650 acres, with its various buildings and other structures, its miles of drives and walks, its hills and wooded glades, its secluded dells and its long, winding and romantic shore, make it an attractive domain. The enterprise, taste and determination that have effected the building of the new San Francisco are evident in every embellishment that is added to the already abundant loveliness of this

great recreation ground that flanks the city, to the seaward. In few cities are opportunities more freely offered to snatch a short respite from business for the purposes of enjoyment than in San Francisco, and Golden Gate park, with its varied fields for recreation, its athletic grounds, its restful nooks, its courses for bicycle or motor car, is always exerting its allurements. Not the least among the attractions are the open air concerts, for the purpose of which the music stand, of classic design, was erected, with its terraced surroundings, embowered amid the wooded knolls of the park.

## OLD KANSAS TREE GREW FROM POST

In an article concerning a large old cottonwood tree which stands near the east wing of the Kansas State House D. O. McCray claimed that the tree sprang up from a seed, says the Topeka Capital.

W. H. Fernald, who has lived in Topeka for 48 years, says there seems to be a mistake about the real origin of this product of the forest. At the time when the east wing of the State House was built Mr. Fernald was a small boy, and yet he remembers distinctly about the tree. At that time he earned his first money carrying water for the stone cutters who were working on the building.

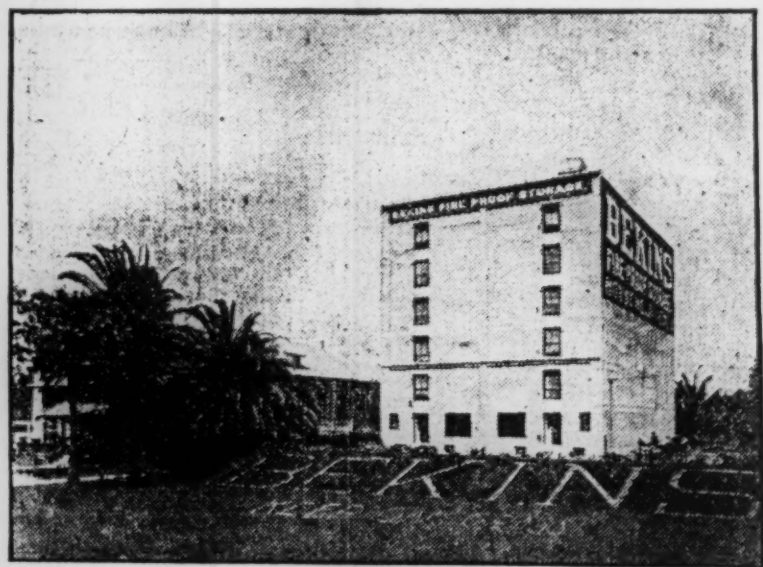
In speaking of the cottonwood he said: "I remember distinctly the day I went

to work for the first time in my life for wages. During the day the foreman cut down a cottonwood tree almost 12 or 14 inches in diameter and from it he obtained a post about 15 feet long. This post was set in the ground about five or six feet below the surface and was used to hold a guy rope from a large wooden derrick which hoisted the stone for the building.

"Within a week or so the post had started to grow. It kept on growing and as no one hindered it it soon took the form which was most natural for it and grew into a good sized tree. The peculiar shape it has since assumed is due to the way in which it started."

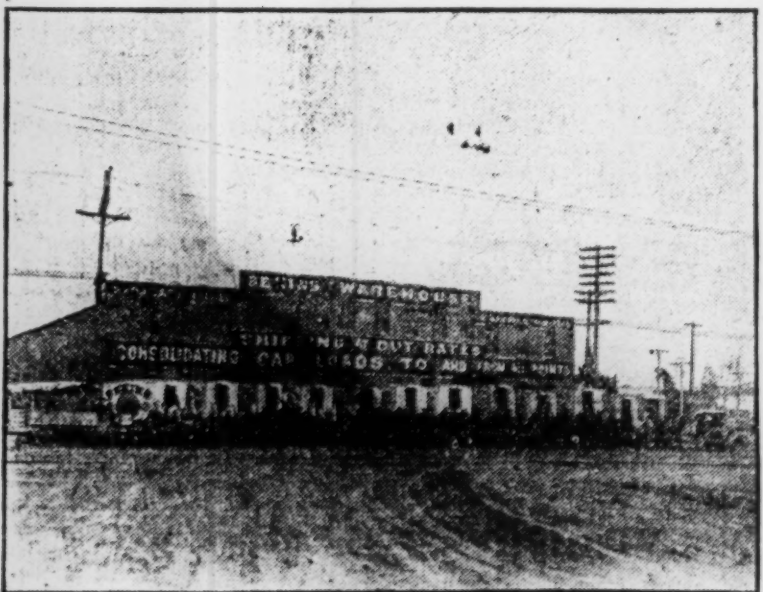
### JAPAN USING MORE SHOES.

TOKIO—The use of leather shoes of the foreign type is rapidly extending in Japan.



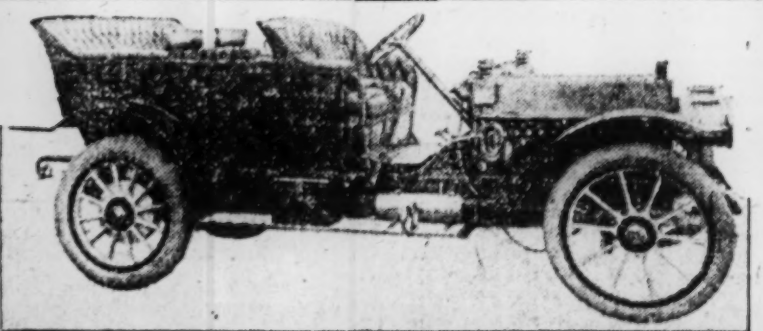
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Free city maps of Los Angeles, San Francisco, and Oakland at respective offices.

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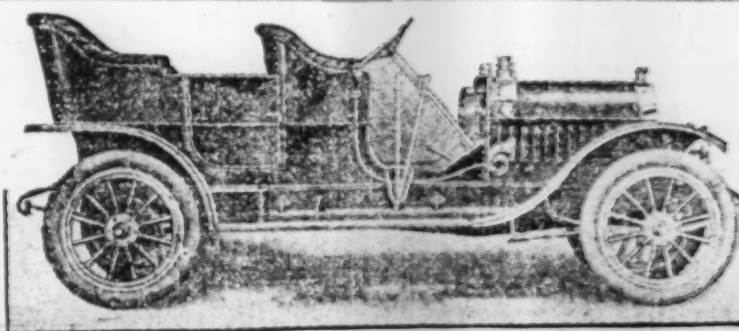
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Contributions on Topics of Interest  
by Subscribers are Solicited.

# THE HOME FORUM

A Page of Interest to All  
the Family

## WHERE MRS. EDDY FIRST BECAME A CHURCH MEMBER



FIRST CONGREGATIONAL CHURCH, BOW, N. H., FOR MANY YEARS  
KNOWN AS "THE OLD NORTH CHURCH."

One of the interesting landmarks nestling among the hills of New Hampshire is the old town meeting house at Bow. Built in 1769, it became in 1828 the property of the First Congregational Church and has been known for many years as "the Old North Church." Mary Baker Eddy, the founder of Christian Science, attended Sunday school and church service here in her youth, and it was in this church, while Rev. Dr. Bouton was pastor, she made a profession of religion.

her faith she answered as given biographically in the volume, "Retrospection and Introspection," by Mary Baker Eddy, page 24, "Search me, O God, and know my heart; try me, and know my thoughts; and see if there be any wicked way in me, and lead me in the way everlasting." It is recorded in the same volume that "the good clergyman's heart also melted, and he received me into their communion."

Mrs. Eddy retained her membership in the Congregational church until she founded the Christian Science Church many years later.

If you want to have noble friends, you must be willing to be noble. If you want to be bound in ties stronger than those of blood, you must in the largest sense of the word make your friends in Christ.—Hugh Black.

### Progress

One of the most significant events in the musical world of today is the sudden cancellation of a contract with an eminent European pianist who was booked for a season's tour in the United States this winter. Its significance may be explained to the lay concert-goer. The foreign piano virtuoso came to this country if his expenses are guaranteed by a piano house. The virtuoso, on his part, contracts to use a piano made by the house, and the house is supposed to get its money back by the advertisement of its piano.

It has lately become apparent, however, to the piano houses that they are not getting their money back. The outcome has been that two of the largest houses in the country have ceased importing virtuosos and will conduct their business in the regular commercial way and let the players take their chances. The large houses having adopted this plan, it is not unlikely the smaller ones will follow suit and ere long the advertising nuisance will be banished from concert rooms.—Chicago Tribune.

### Don't Trust Self-Pity

*JEST don't go gittin' sorry for yourself; All that you're heavin', lots of folks must bear; Jest turn to huntin' blessin' an' you'll find Them skinnin' things a-growin' every where!*

*So don't go gittin' sorry for yourself! But keep on climbin'; Fortune's little shelf That holds the jam comes far off, but it ain't Unless you go a-pittin' yourself!*

—By Clinton Danvers-Edfield.  
(Taken from a Subscriber's Scrapbook.)

## "Let There Be Light"

The coincidence in history of advanced means of illumination with advancing thought has been traced by J. E. Fellers. When John Wesley began his work the homes of Christendom were lighted at night by tapers on the hearth. With the great revival of interest in spiritual things which he roused the taper gave place to the torch. At the time of the declaration of independence, the torch was replaced by the oil dip. With the beginning of the nineteenth century a great awakening stirred the world. Invention began to be active and great men and women who made history for many countries and in many lines of thought came upon the stage, as is proved by the remarkable list of centenary celebrations of this year. During this period the oil dip was substituted by the tallow candle—a vast improvement in its day. Next came the emancipation proclamation, 1862, and immediately the oil lamp came into vogue.

A period of 100 years had been required to advance material modes of light from the taper on the hearth to the coal oil lamp, then suddenly the homes of the people were bright with gas light and hardly had this brilliancy become general than electricity turned night into day on the streets as well as in the homes. Simultaneously came the great awakening to spiritual things which the latter part of the nineteenth century saw. Now the effulgence of radium is here, so radiant that the human eye cannot behold it. The day comes wherein they shall need no candle neither light of the sun for the Lord God giveth them light.

## The Year's Records

The press of all countries is saying that during the present year history has been made at a pace which no other period can show. The intimation is that we are taking unfair advantage of the future, leaving nothing for it to do. The year that is drawing to a close has snatched up many of the prizes that have for centuries been coveted by humanity. The practicability of the aeroplane has been proved at least to the extent that thousands have seen navigators of the air swinging freely round in their great circles, apparently as sure of their machine and as deft in its manipulation as ever was skipper or chauffer. An aeroplane has lived in a wind of at least 25 miles an hour, and the maximum height reached has proved that the "heavier than air" is truly a flying machine and superior to obstructions. A speed of 40 miles is already an aerial commonplace.

The Atlantic has also been the happy

hunting ground for records. In September, 1907, New York was thrown into excitement by the arrival of the Lusitania in 5 days 54 minutes. Crowds welcomed it, and it was escorted to the harbor by scores of tugs and steamboats enthusiastically blowing their sirens. Now, nearly a whole day has been cut off this record.

What has been done by "wireless" is perhaps the most marvelous of all. The Marconi Daily News is actually published on many vessels at sea, giving the news from the land. The Republic's experience will go down in the annals of the world as marking the period when disaster began to be out of date.

Last but not least come the polar successes, both north and south, the achievement of more than a single traveler. At the south pole eight mountain chains were discovered by Shackleton and coal measures in the Antarctic continent.

## "With the Voice of Thanksgiving"

"That I may publish with the voice of Thanksgiving and tell of all Thy wondrous works." To the psalmist the act of giving thanks was not confined to the individual blessings which had fallen to himself, nor was it that limited sense of gratitude which is perhaps little more than selfish desire satisfied. To him thanksgiving was allied, as it is so often in the Old Testament, with the idea of giving glory to God, and in the words quoted above thanksgiving was to declare the whole wonder and might and goodness of God throughout His creation. Thankful for the revelation of God that has come to them Christian Scientists publish today and every day with heart and voice and pen the glorious open secret of ever present divine Love.

The great festival of Thanksgiving has existed among Americans since the Pilgrims celebrated the first year of their sojourn in the wilderness—indeed, since their first touching at Cape Cod, when the exploring party found the store of Indian corn, without which their colony would not have sown and reaped their first harvest. It is significant that the word applied to the Christian celebration of the Last Supper, namely Eucharist, is from eucharisteo, to give thanks. This is the word used in the New Testament to describe Jesus' act when he "took bread and gave thanks." The Pilgrims saw that God had prepared a table before them in the presence of their enemies, and perhaps Massasoit and his braves were hidden to their first Thanksgiving feast, in recognition that their coming thus in peace was no less a token of divine protection than were the bounteous supplies of game and fowl. We may see it also as prophetic of the time when all over this broad land the peoples of a hundred nations should celebrate the American Thanksgiving festival together. The Thanksgiving dinner, shared in the homes with brother love and praise to

God, may be as much a celebration of the Master's love and labors as the churchly ceremonial.

In "Science and Health with Key to the Scriptures," by Mary Baker Eddy, page 35, the Christian Science sense of the Eucharist is stated as follows: "Our Eucharist is spiritual communion with the one God." Spiritual communion with God is the daily, hourly, life of the Christian Scientist, and thanksgiving, instead of being celebrated only once a year by presidential decree, is recognized by them to be the very atmosphere of their daily prayer and praise. A Christian, who with the psalmist is constantly publishing the glory of God, by the reflection in his own life of the goodness of God, has his Thanksgiving every day.

Another phrase in the Greek which is sometimes translated to thank is "echo charin." I have grace or favor, and it is perhaps permissible to see in this a hint of what true thanksgiving is, namely, the reflection in man's heart of the goodness and beauty and grace of God.

The Christian Scientist is making it his daily study to learn more of God. His Thanksgiving is gladness that God is Love, gladness that the whole reality of being is divine harmony and goodness. So while Christian Scientists recognize that every good gift is from God and are prompt in gratitude for the least blessing, nevertheless the real source of their daily thanksgiving is in unceasing spiritual revelation, far transcending the material elements of any festival time. Their gratitude is therefore great indeed for the life of Christ Jesus, for Mrs. Eddy's love and labor and to all who

have helped them to this understanding of God.

Jesus is the great example. How did he give thanks? There is one moment of deep significance where his thanksgiving is described, and this is at the tomb of Lazarus. Here was performed one of his greatest works of reflection—reflecting the eternal life and power to heal and save. Standing where lay his friend four days dead, Jesus said, "Father, I thank thee that Thou hast heard me." He did not withhold his thanks until Lazarus had come forth. It was his consciousness of God's present love for which he gave thanks and it was this which lifted Lazarus. He could say, "I knew that thou hearest me always," and not until after this voicing of thanksgiving and of triumphant faith did Jesus speak the word—"Lazarus, come forth!" He who told his disciples, "Your Father knoweth what things ye have need of before ye ask him," here exemplified his own teaching and its wonderful results in human experience. So when he fed the multitude he "gave thanks" before he distributed the seven loaves to 4000 people. This same scientific law of prayer was stated when Jesus said, "What things soever ye desire when ye pray, believe that ye receive them." He does not say "Believe that ye shall receive them," but believe that in the asking they are present with you.

So the lesson of Thanksgiving Day for the Christian Scientist is threefold: First he is to be thankful always for daily proofs of God's care, second he is to acknowledge every specific blessing as already his before the answer to his prayer is manifest to human sense, and thirdly he is to understand that the reason for constant and anticipatory thanksgiving rests in the fact that blessings are spiritual and not material. The great central fact of life experience for the Christian Scientist is stated by Mrs. Eddy on page 34 of Science and Health: "Demonstration is Immanuel, or God with us."

## PLYMOUTH IN 1909



VIEW OF PLYMOUTH AND HARBOR.  
The First Parish church and the Church of the Pilgrimage are at the right.

The view shows Plymouth and the storied harbor as they are today, seen from the hill back of the town where the Pilgrims set their log fort. The two churches seen at the right are the "Church of the Pilgrimage" and the "Church of the First Parish." Both buildings stand near the spot where the first "meeting house" was built (1638), and both congregations claim to be the real first church of Plymouth. The Church of the Pilgrimage (the left-hand building) was incorporated as the Third Congregational Society, but a tablet on this building reads:

"This tablet is inscribed in grateful memory of the Pil-

grims and of their successors who, at the time of the Unitarian controversy in 1801, adhered to the belief of the Fathers, and on the basis of the original creed and covenant perpetuated, at great sacrifice, in the Church of the Pilgrimage, the evangelical faith and fellowship of the Church of Scrooby, Leyden and the 'Mayflower,' organized in England in 1606." This church was built in 1840. The other church represents the congregation that remained in the first parish church and holds the original records, communion service, etc. They adopted the Unitarian teachings in 1801 by the choice of a large majority. The present stone church was built in 1894.

### Queen's Highland Home

The premier at Balmoral has doubtless found more room in which to deal with affairs than have ministers in attendance in former times. Even Queen Victoria's new castle was built for the simple life, and with very little in the way of extra accommodation. The separate house in the grounds which was erected for the use of her majesty's Indian munshi, or Hindoo tutor, was never available in his time for a visitor; and cabinet ministers had to make the best they could of a bedroom of exiguous dimensions. Things are altered for the better nowadays. The disappearance of a good deal of stuffy tartan hangings is one of the improvements, and the conversion of the munshi's house into a succursale for castle guests is another.

—Pall Mall Gazette.

### In Harvest

The fields of earth are sown,  
And many share in the yield.  
O Sower, toiling alone,  
That the fields of the earth be sown,  
And joy for the race be known,  
May the Lord of the Harvest  
shield!

The fields of earth are sown,  
How many share in the yield.  
When the fields are rustling gold,  
With the full grain in the ear,  
Is the Sower not consoled?  
When the fields are rustling gold  
And the Reaper's joy is told,  
For the Harvest Home is near;  
When the fields are rustling gold  
With the full wheat in the ear.  
—William P. McKenzie.

### The Spring Bed

The achievement of Tyler Howe, uncle of the Howe of sewing machine fame, was of a modest order, yet few, even of the great inventions, says Munsey's magazine, have been of such practical everyday—or, rather, every night—service to so many millions of people. After joining in the first "gold rush" to California, he failed to find the fortune he expected and turned homeward in disappointment. The cheapest way back to the East being by sea, Tyler Howe took ship at San Francisco; and finding his bunk so hard and uncomfortable he sought to devise a better support.

The solution was the first crude model of the modern spring bed. It was an arrangement of slats mounted on springs, for at the first attempt the inventor did not dare to depart too far from the old cord beds to which people were accustomed. But it was a vast improvement on anything that had been within the reach of any but the rich, and Mr. Howe was able to do a lucrative business from the time when he opened his factory.

### Facts About the Bible

The first printed Greek Testaments were those of Erasmus, published at Basel by Froben in 1516.

Hellenistic Greek, the language of the New Testament, is the simplified dialect of Attic Greek used by the Semitic people Hellenized as a result of the conquests of Alexander.

The first biblical illustrative art consisted in the symbolic frescoes of the Catacombs.

To celebrate the advance of the printers' art, particularly its increase in speed, a Caxton memorial Bible was wholly printed and bound in 12 hours in 1877. Only 100 copies were struck off.

The Treacle Bible got its name from its rendering of Jeremiah viii. 22: "Is there no treacle in Gilead?" instead of balm in Gilead. It was printed in 1598.

The same text was rendered in the Douai version, 1609, "Is there no rosin in Gilead?" This Bible was called the Rosin Bible.—New Haven Palladium.

It is the mind that maketh good or ill  
That maketh wretch or happy, rich or poor;  
For some that hath abundance at his will  
Hath not enough, but wants in greatest store;  
And other that hath little asks no more,  
But in that little is both rich and wise;  
For wisdom is most riches; fools therefore  
They are, whose fortunes do by folly devise;  
Sith each unto himself his life may fortuneise.  
—Spenser: "The Faerie Queene."

## Science and Health

### With Key to the Scriptures

### The text book of Christian Science

## Mary Baker Eddy

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## STORY OF THE FIRST THANKSGIVING DAY

Governor Bradford's History of Plymouth and Edward Winslow's record both show that the festival of Thanksgiving had its rise in sincere and grateful hearts. Winslow's words, "If our continuance there might any way stand with His glory or our good," remind us how pathetically little the Pilgrims could conceive what their courage and sacrifice were to mean to the world. The first Thanksgiving recorded by Bradford was that of 1623. In Edward Winslow's letters, under date of Dec. 31, 1621, a year after the landing, the very first Thanksgiving of all is described:

"Our harvest being gotten in our governor sent four men on fowling that so we might after a special manner rejoice together after we had gathered the fruit of our labors. The four killed in one day as much fowl as with a little help beside served the company almost a week. [No doubt the wild turkeys mentioned by Governor Bradford as abounding at this same period formed part of this provision.] At which time amongst our other recreations we exercised our arms, many of the Indians coming amongst us and among the rest their greatest king, Massasoit, with some 90 men whom for three days we entertained and feasted; and they went out and killed five deer which they brought to the plantation and bestowed on our governor and upon the captain and others. And although it be not always so plentiful as it was at this time with us yet by the goodness of God we are so far from want that we often wish ye par-

takers of our plenty." The Thanksgiving recorded by Governor Bradford is also described by Winslow in his book, of which the title page reads: "Good News from New England: or a true relation of things very remarkable at the Plantation of Plymouth in New England. Showing the wondrous providence and goodness of

### Governor Bradford's Record of the Thanksgiving of 1623

NOTWITHSTANDING all their great pains and industry and the great hopes of a large crop . . . a great drought . . . continued from the 3 week in May till about the middle of July, without any rain, and with great heat (for the most part) insomuch as the corn began to wither away . . . and none of the drier grounds were parched like withered hay. . . . Upon which they set a parte a solemn day of humiliation to seek the Lord by humble and fervent prayer in this great distress. And he was pleased to give them a gracious and speedy answer both to their own and the Indians admiration, that lived amongst them. For all the morning and greatest part of the day it was clear weather and temp-halte and not a cloud or any signe of came to be seen, yet toward evening it began to overcast and shortly after to rain, with such sweet and gentle showers as gave them cause of rejoicing and blessing God. It came without either wind or thunder or any violence and by degrees in that abundance as that the earth was thoroughly wet and sated therewith. Which did so apparently revive the decayed corn and other fruits as was wonderful to see and made the Indians astonished to behold; and afterward . . . caused a fruitful and liberal harvest to their no small comfort and rejoicing. For which miracle . . . they also set aparte a day of thanksgiving.—History of Plymouth Plantation.

God in their preservation and continuance, being delivered from many apparent . . . dangers. London: Printed by I. D. for William Bladen and John Bellamie and are sold at their Shops at the Bible in Paul's Church Yard and at the Three Golden Lyons in Corn-hill under the Royal exchange, 1624." He says the drought was so bad that they judged their corn already past restoration; the beans were parched "as they had been scorched before the fire." Seeing themselves "deprived of all future hope," these considerations "moved not only every good man privately to enter into examination with his own estate between God and his conscience," but also to the assembling themselves together before the Lord by fasting and prayer. A day was set apart from all other employments. God was "as ready to hear as we to ask," says the scribe. Though in the morning the drought seemed "as likely to continue as ever it was yet (our exercise continuing some eight or nine hours) before our departure the weather was overcast, the clouds gathered together on all sides and on the next morning distilled such soft, sweet and moderate showers of rain . . . as it were hard to say whether our withered corn or drooping affections were most quickened or revived; such was the bounty and goodness of God." And the day of Thanksgiving followed. Thanksgiving days are recorded in several of the Massachusetts settlements in the early years and after the revolution the custom began to spread over other states until in 1863 it was proclaimed by the President a national festival.

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# THE CHRISTIAN SCIENCE MONITOR

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## EDITORIAL

Boston, Mass., Wednesday, November 24, 1909.

### American Public Schools

FOREIGN visitors to the United States who have recorded their impressions have almost invariably touched upon what they call our national boastfulness, and in no very tender terms. Charles Dickens and Mrs. Trollope were among the earliest and most severe of our critics in this particular, but a long procession of them have followed, down even to the present day. It is useless to deny the general impeachment. But there is less of a swagger to our boasting in these days. We do not approach our favorite topics—those touching upon the bigness of things accomplished and projected—with anything like the intrusiveness of two generations ago; and because we have admittedly accomplished great things, we are not nearly so irritating, let us hope, to the foreigner who comes to us from any country that is also doing its share of the world's work.

Where we err chiefly is in failing to talk, even in a boastful vein, of those things that are most creditable to us. We do not always do justice to ourselves. We are inclined to be so material in our speech that we too often leave the impression on the uninformed mind of the stranger that all of our progress is along purely material lines, which is not true.

Volumes might easily be written on the marvelous change that has come over popular taste in the last half century, on the refining processes that have practically revolutionized the social usages of fifty years ago throughout four-fifths of the national domain. Most of all, our common school system is one of the wonders of the age. Familiarity has rendered us indifferent to the facts associated with it. We may be interested in some fresh recital of them, but they have become commonplace and soon vanish from our thoughts. Nevertheless, at this season they ought to be remembered among the things for which we should be truly thankful.

Over 12,000,000 of children are being educated in this country today at public expense, and at greater expense per capita than that involved in the public education of children in any other land. The average yearly expenditure per pupil is \$28.25. The little state of Nevada spends \$12.15 a year on each of its pupils, while New York spends \$51.50, Montana \$49.29, and California \$49.29. The South spends a great deal less per pupil than the North, but it is increasing its public school expenditures every year. One-third of the states spend from \$25 to \$40 a pupil. One-fourth of the states spend less than \$15 and one-fourth more than \$35 per head. In all of the states the standards are rising, education is more thorough and it is now more general than ever before in our national history.

And one of the most encouraging features of our public educational achievement is that we are not satisfied with it. We have ideals in relation to it that are yet far from being attained.

A BURIED ship has been dug up on Chicago's lake front, but nobody remembers the dumping of it there after the great fire. The find only goes to show that anything is likely to be dug up on Chicago's lake front, because those who were making land there were in so much of a hurry that they used anything in sight to fill with.

### The Call of the West

BEFORE the national irrigation congress in Seattle not long ago, Gifford Pinchot, chief forester of the United States, who is too strong a man to be found on either side of a useless controversy, declared that the most valuable citizen in this or in any other land is the farmer. No other man, he said, has such a stake in the country. No other man lends such steadiness and stability to national life. Therefore, no other question concerns us today more intimately than the question of homes. Permanent homes for ourselves, for our children, for the nation—this, he insisted, is the central problem. After proper allowance is made for Mr. Pinchot's enthusiasm this proposition remains sound.

A short time ago in these columns occasion was taken to lessen, if not to destroy, so far, at least, as our readers were concerned, the force of a pessimistic conclusion regarding future seekers of American homes—a conclusion that left the erroneous impression that there was no longer opportunity for the home-seeker in the West. That our opposite contentions were well-founded is established by fuller information on the subject.

It is true that a very large share of the nation's once wonderful and apparently inexhaustible domain has passed out of public control. But the fashion of these days, which calls for reflections upon the manner of distribution, cannot be justified. There have been cases, and many of them, in which the national lands have been unwisely and even dishonestly portioned out, but the best answer to the assertion that they have been frittered away, or wasted, is to be found in the magnificent empires that have grown up beyond the Alleghenies, beyond the Missouri and beyond the Rockies.

No more in this than in any other case could we have our bread and eat it. Looking back at what we have done in this particular, our viewpoint is very different from that taken by our fathers, grandfathers and great-grandfathers in looking forward. The policy of the government for years was to offer inducements to those who would become occupiers of the land and to those who had enterprises on hand that would lead eventually to its occupancy. If this policy had not been followed we should still have much of the land but we should not have the population or the wealth that have resulted from its development.

The fee homestead is a thing of the past, but the United States has still on hand 400,000,000 acres of agricultural, timber, grazing and mineral lands. Under new and more business-like methods the government land office is disposing annually of land exceeding the state of Maine in area. During the fiscal year of 1907 the land office disposed of nearly 21,000,000 acres of land, receiving for it

in cash \$11,500,000, the expenses attending the sales being \$2,295,004. No less than 25,000,000 acres of desert land, when reclaimed, will be cut up into small farms. Millions of people will find homes on the reclaimed lands alone, and in many cases better results will be obtained from the ten-acre irrigated farms of the future than were obtained formerly from the half or quarter-sections.

But all the land available at low prices is by no means possessed by the government, or even by the states. The railroad corporations have still much land which they are desirous of peopling. Private owners, too, are cutting up large tracts and offering them in small parcels to the settler, and practically upon his own terms. There is not a state between the Missouri and the Pacific that is not opening its arms hospitably to the newcomer.

The call of the soil was never more insistent than it is today; the call of the West never more urgent, and the response promises to rival any of the earlier migrations of a land-hungry people.

GREAT as has been economic expansion in Latin America, especially on the southern continent, it is vastly exceeded by the progress made in political constructiveness during 1909. That the destructive dissolving element so pervasive in Latin American affairs should have been suppressed to such an extent that peace could be preserved in South America during the late Bolivian crisis is a stupendous advancement. It was the first time in the history of republican South America that an issue was raised that implicated all of the republics, with the possible exception of Venezuela. There may have been much exaggeration in the view at one time held in many Latin American centers that the turmoil was nothing short of a conspiracy designed to readjust the balance of power on the southern continent. It certainly pointed to the possibility of the ownership of the entire territory of the Amazon headwaters coming up for final decision, which in turn was liable to raise the fundamental issue of all South American politics, namely, whether the hegemony shall be with the Argentine Republic or with the United States of Brazil.

The epic struggle for world supremacy that is now going on between the great powers is reproduced in South America by the rivalry between the two factions, of which the one includes Brazil and Chile and the other Peru and the Argentine, while Bolivia, Paraguay and Uruguay form buffers, as it were, between their powerful neighbors. The northern republics, Ecuador, Colombia, and Venezuela, appear quite detached from the southern centers and to gravitate rather toward the West Indies and Central America. But Ecuador, like Bolivia, has a boundary dispute with Peru, for the settlement of which the King of Spain's arbitral award is expected in Quito. Colombia likewise has a claim on sections of the enormously rich eastern slopes of the Andes and the headwaters of the Amazon and its affluents—the richest of all the Indies. These claims go back to the old disputes between Spaniards and Portuguese as well as to the varying delimitations between the viceroalties, captaincies-general and audiencias of Spanish rule.

Under these conditions the preservation of peace last summer was a splendid achievement, which argued for the South American republics unprecedented stability such as alone can render permanent the progress made by the republics in agricultural and industrial production, railroad construction and commercial expansion. This stability is unquestionably due to a remarkable advancement in education throughout Latin America. It applies with equal force to Mexico and in a somewhat lower degree to Central America and the Antilles. But the awakening has come, and with it opens an era of cooperation between Anglo-Saxon and Latin America.

### America in Berlin

"TO EDUCATE the German to the importance and excellence of American manufactured products, and thus to strengthen the existing cordial relations and to stimulate trade between the two countries," is the aim of an enterprise of which Prince Henry of Prussia will be the high patron: the American exposition to be held in Berlin during the months of June, July and August, 1910. American interests are to be congratulated on the appointment to the managership for Germany of George S. Atwood, who hails from Boston, and who in his capacity of secretary of the American Association of Commerce and Trade in the German capital possesses a wide acquaintance of prominent business men and a thorough knowledge of conditions in both countries.

The message of good-will that is contained in such enterprises far outweighs all else. And this American exposition comes at a time when international good-will cannot be expressed with too much emphasis. The very fact that relations between the United States and Germany have never been as cordial as they are now makes the exposition of international significance by emphasizing their friendship as a great factor for peace and a rare asset for the work of conciliation.

Not long ago, Herr V. Dernburg, the distinguished German colonial minister, made a notable speech in London before the African Society; cooperation between Briton and Teuton was urged from the first word to the last. To this cooperation the United States can contribute in a considerable measure and its growing world-influence could not be employed in a nobler labor. As the British empire consolidates in the rapid process of its growth and as the United States branches out the two English speaking peoples are bound through community of interest to enter an era of intimate relationship of which their present cordiality is merely a beginning. A cause for thanksgiving is the certainty that this country is rapidly becoming strong enough in the council of the nations to say to its contending kinsmen, "Come now, let us reason together." On the road to such an expression of good-will and peace on earth, the American exposition in Berlin is a landmark and a way-sign.

It is not possible that we shall ever estimate the value of American statesmen to their country by the denominations of coins and postage stamps upon which their heads have been placed.

EDISON sees a great future for the flying machine, but everything considered, he has decided not to go into it, or up in it.

THIS is an occasion, of course, on which American public sympathy will go out to the Young Turks.

DR. COOK and Commander Peary should both be thankful that, at all events, they are not going back.

### Latin American Progress

THE year 1909 is memorable in the annals of the waking east. Turkey saw the constitution firmly established; Persia, despotism banished. In India reforms of far-reaching scope answered the clamor for self-government. China took the first step toward a parliamentary regime in the opening of provincial assemblies elected by the people. Japan entered on an epoch of concentration, the first since her amazing rise to power. But more than this. Slavery, by British decree, ceased to exist in Zanzibar, the East African slave sultanate and one-time center of the slave traffic in the Indian ocean. Slavery was driven out of its last stronghold when the French took the fort of Abeshir, in the central Soudan. Morocco, though still the scene of turmoil, was again brought to acknowledge a central authority and proved singularly impotent to trouble the peace of Europe. Egypt and the Soudan witnessed steady improvements through great public works, and vast strides were made toward final penetration and possession of the deserts of north Africa. Yet more, even, than this. Russia and China reached a point in their colonization of central Asia where the magnitude of the stupendous enterprise suddenly burst upon an amazed world. Siberia and Mongolia, Thibet and Turkestan are coming into their own. And the entire Orient, in its broadest sense, that is, the Mohammedan world and the far east, during this year 1909 have been resounding with unprecedented constructive activity.

That is on the surface. What is beneath it is still more marvelous. A new west and a new east are in process of formation. The Asia of today is on the verge of being forever rent asunder and its peoples pitted against each other in two camps. The Orient will no longer begin at the Balkan, for western thought is not merely permeating but linking together all peoples west of Hindu and Chinese lands. The Orient is becoming synonymous with Brahmin, Buddhist and Confucian thought and the Occident is rapidly claiming the entire Mohammedan world. The line of cleavage runs through India. There the grapple is now on, for the present unrest in India, whatever its immediate causes, signifies the recasting of eastern thought. The descendants of the Moslem conquerors, Arab, Turkish, Persian, Afghan, and their countless native converts, are putting in the field their entire strength against Hindu supremacy.

The cleavage is preeminently one of thought. The awakening of the Mohammedan world is a counter-blast to the far-eastern movement which cries "Asia for the Asiatics" but means "Asia—the world—for pantheism." The poly-panteism of the Hindu, the utter pessimism of the Buddhist and ancestor-worship with its earth bondage, are rapidly mobilizing against the advance of monotheism. History has placed Islam as a bulwark of the west against the teeming millions of the east. Islam is rising up, inspired by a unifying thought: thought unity and thought conflict have never been so clearly traced as in the waking of the east.

ONE would hardly have supposed that modern invention and achievement would have brought about conditions that threaten to disturb, seriously to interrupt and even to destroy one of the oldest, most interesting and most useful of human industries. We allude to the production of fiction, and more especially to the production of fiction that thrills. No matter how far other nations may have seemingly plunged ahead of England recently in certain lines of discovery, credit for uncovering the impending menace to that school of literary effort which supplies fiction with the necessary number of throbs and thrills to the page and chapter, belongs to an Englishman, a contributor to the London Nation.

He certainly makes out a very good case. We have all thought about the matter practically as he writes of it, for we have all recognized the growth of conditions that threaten to undermine the very foundations of gooselish romance, but only this Englishman has pressed forward to the ninetieth degree and won the distinction of planting the banner of original discovery at what might be called the literary north pole.

The responsibility for the conditions as they exist, as may have been surmised already, is primarily with the novel-reader rather than with the novel-maker. Things have been moving at such a pace lately that the former refuses to be surprised, astonished, astounded—thrilled—over anything he reads between the covers of a book. It has almost, if not quite, come to the pass where it is impossible for the cleverest inventor of plots and creator of situations to hit upon anything that will produce a lively sensation among his readers.

The trouble experienced by the romancist of the period, of course, arises from the fact that nothing he can invent in the thrill line will equal, let alone surpass, the thrills that in these times are served hot daily in the newspapers. South pole, north pole, swimming the channel, flying the channel, circling the Liberty statue, flying up the Hudson, flying down the Hudson, soaring above the Eiffel tower—four days and a fraction across the Atlantic, 3000-mile wireless messages, wireless telephones, automobile speed records, multi-billionaires and multi-billionaire corporations—every nook and corner of the globe explored, inaccessible mountains climbed, the mysterious uncovered, the impossible made easy and commonplace—all this, and much more, removed forever beyond the reach of the thrill-makers of literature, would seem to point to the early decay and total disappearance of an art that has spellbound many generations.

On the whole, perhaps, it is all for the best. The destruction of the thrill-making industry will, no doubt, throw thousands of thrill-makers out of employment, but this is inevitable, and, at the very worst, will cause only temporary inconvenience. For most of them will eventually find their way into other and more profitable, if less intellectual, pursuits.

THE complaint in the magazines now is that as a people we are looting nature, and articles on the subject lead naturally to the pessimistic conclusion that if we do not watch there will be a rift in our loot.

THERE is a growing opposition to the distribution of public lands by lottery and doubtless when Congress meets next month some action will be taken looking to the reformation of the practise.

THERE is no great liking for American cranberries in Europe, the reason being, no doubt, that we neglected to send the sauce recipe before sending the berries.

### The Waking Orient

### What Will They Do for Thrills?